Volume 1: Milwaukee County Parkway Inventory Report

Milwaukee County Parkway System

Milwaukee County, Wisconsin

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Prepared for

Milwaukee County Department of Parks, Recreation, and Culture

Prepared by

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1. Introduction

Mead & Hunt, Inc. (Mead & Hunt) completed a reconnaissance-level survey of the Milwaukee County Parkway System to conform with Stipulation 1 of the *Programmatic Agreement for Federally-Funded Road and Bridge Projects in the Milwaukee County Parks System* (PA).[1] It is expected that this reconnaissance-level survey will inform the development of the Historic Properties Management Plan (HPMP) in the future, in compliance with Stipulation 2 of the PA. The results of the survey and HPMP will be documented within a two-volume report. The survey results are provided in Volume I. The HPMP, which is currently underway, will be presented in Volume II. Laurie M. Albano of Landscape Architecture assisted with the reconnaissance-level survey efforts and report preparation.

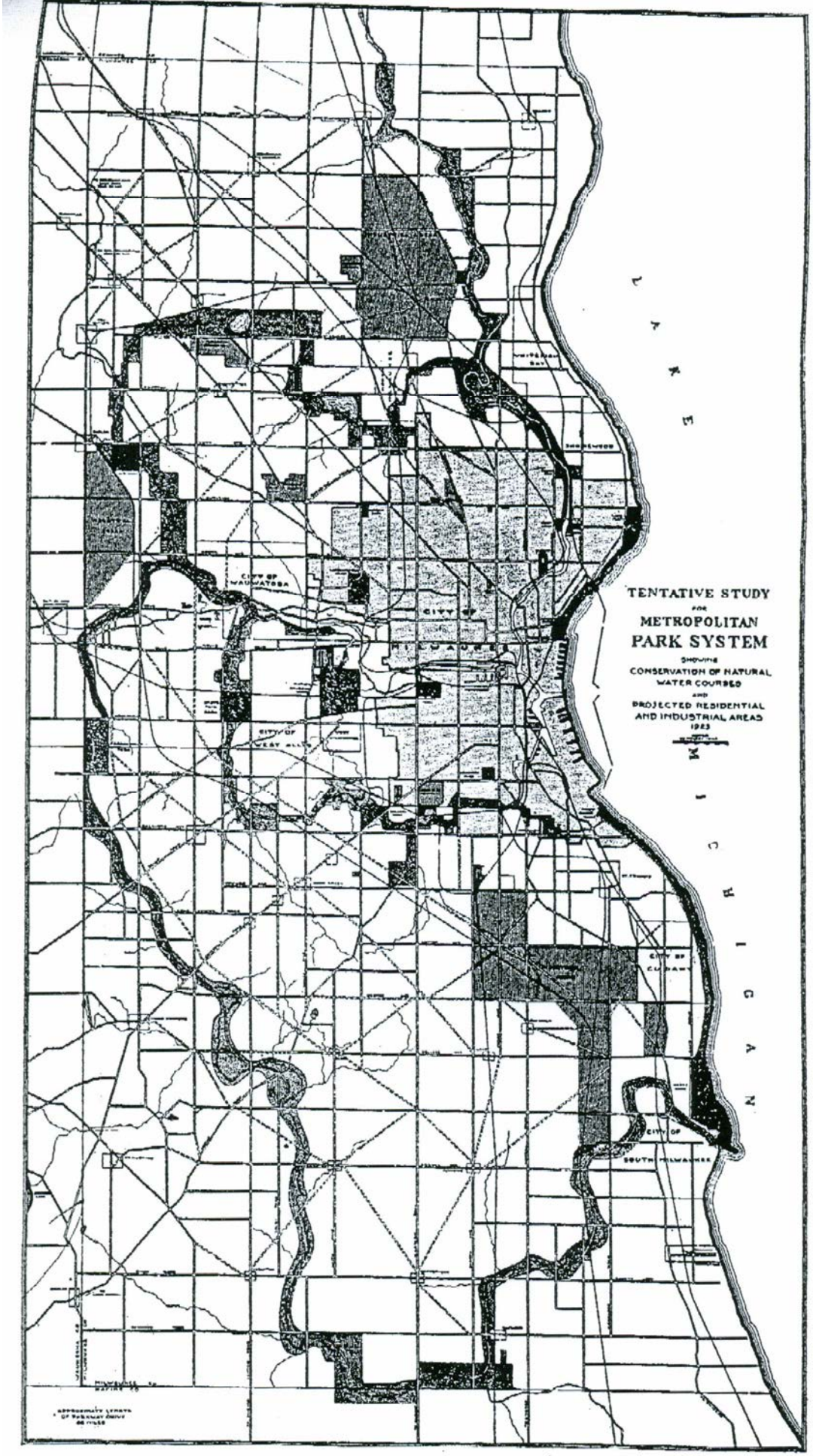
The reconnaissance-level survey documented resources located within the nine parkways and associated parks and golf courses included in the county's 1923 plan for a county-wide parkway system (see Figures 1 and 2). The survey area was limited to the lands defined in the historic plan for the parkway system and did not include additional lands currently designated as parkways by the Milwaukee County Parks Department.

These parkways were previously addressed in the National Register of Historic Places (National Register) Multiple Property Document (MPD) "The Milwaukee County Parkway System." The MPD found the parkway system to be significant under the historic contexts of "Community Planning and Development in Milwaukee County, 1933-1942;" "Federal Work Relief Programs in Milwaukee County, 1933-1942;" and "Landscape Architecture in the Milwaukee County Parkway System, 1923-1960." A copy of the MPD is included in Appendix A.

Of the nine parkways identified by Whitnall in the original 1923 plan, many have already been evaluated for National Register eligibility or listed in the National Register. These parkways were subject to intensive research and documentation during the evaluation and/or nomination process. As a result, the historic boundaries and contributing/noncontributing status of the associated resources have been accepted by the State Historic Preservation Office (SHPO). The evaluation/listing status of the parkways is as follows:

- Honey Creek Parkway (listed in National Register)
- Kinnickinnic River Parkway (listed in National Register)
- Lake Michigan Parkway North and South (not yet evaluated for eligibility)
- Lincoln Creek Parkway (not yet evaluated for eligibility)
- Menomonee River Parkway (recommended eligible for listing in National Register)
- Milwaukee River Parkway (nomination presented to State Review Board, listing is pending)
- Oak Creek Parkway (listed in National Register)
- Root River Parkway (nomination presented to State Review Board, listing is pending)
- Underwood Creek Parkway (recommended eligible for listing in National Register)

[1] A reconnaissance-level survey documents resources with photographs, brief descriptions, and location information. Limited research is completed for this level of documentation.



TENTATIVE STUDY FOR A COUNTY PARK SYSTEM

Made in 1923 by C. B. Whitnall

Figure 1

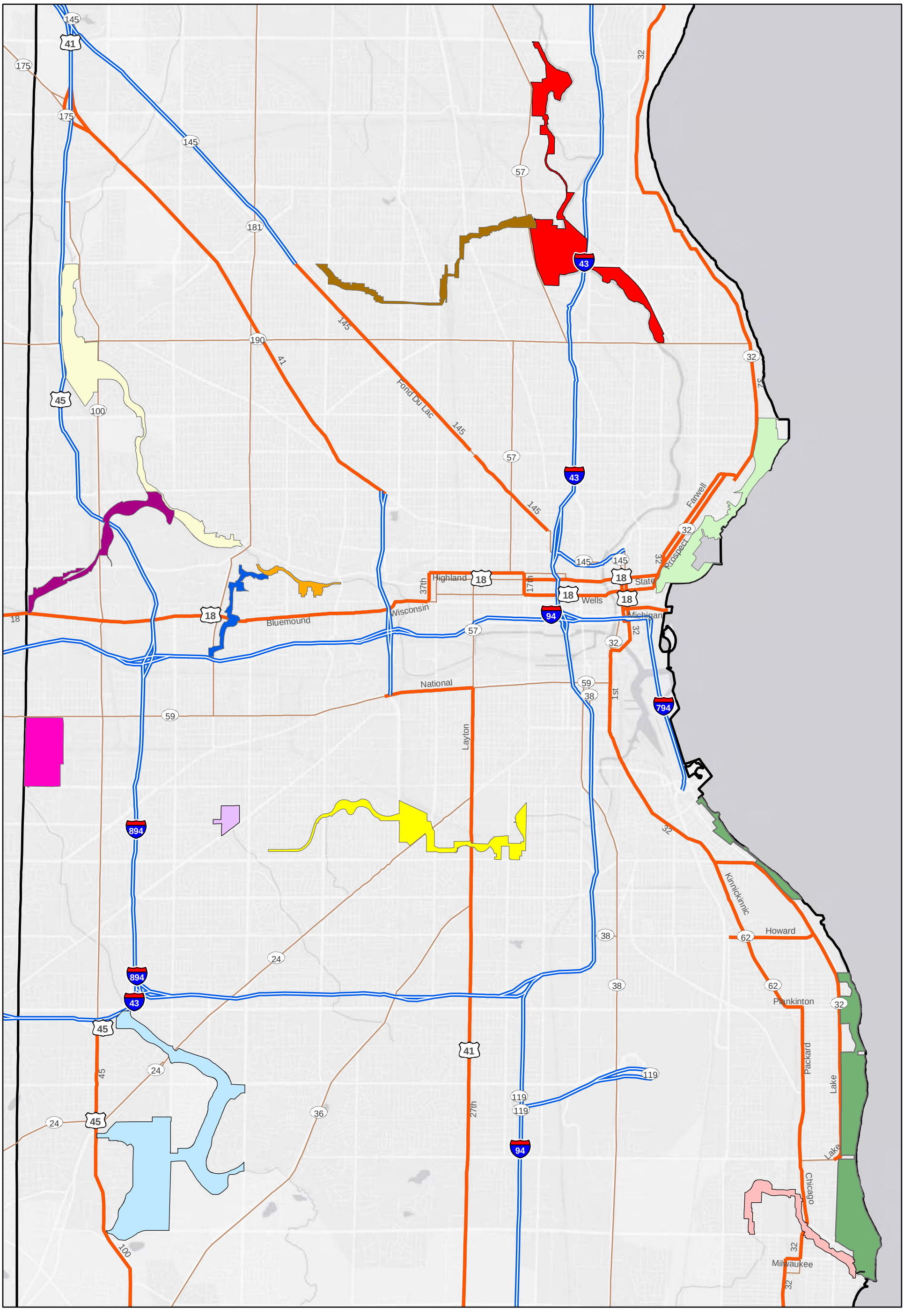


Figure 2. Milwaukee County Parkway System Included in Reconnaissance-level Survey

Legend

- McCarty Park
- Greenfield Park
- Root River Parkway
- Menomonee River Parkway - Upper Portion
- Menomonee River Parkway - Lower Portion
- Oak Creek Parkway
- Honey Creek Parkway
- Kinnickinnic River Parkway
- Underwood Creek Parkway
- Lincoln Creek Parkway
- Milwaukee River Parkway
- Lake Michigan Parkway - North
- Lake Michigan Parkway - South
- County Boundary

N

0 1 2 4 6 8 Miles

Mead & Hunt

The development of the parkway system was part of an overall effort by the City and County of Milwaukee to provide essential recreational and aesthetic amenities to a growing region. The parkways, parks, and golf courses played a significant role in the development of the county's public circulation system and in efforts to improve the county's health and sanitation, flood control of the waterways, recreational opportunities, and property values. Additionally, many of the parks, parkways, and golf courses were improved or developed through the federal work relief programs of the 1930s and 1940s and are a legacy of these social programs, which provided jobs and amenities during and after the Great Depression. The parkway system was the largest-scale work relief effort in Milwaukee County.

Milwaukee County parkways, parks, and golf courses are unified through their design aesthetic, which includes the use of natural, local materials and handcrafted masonry finishes. The design aesthetic may be incorporated into the property's landscape features, engineering features (e.g., bridges, retaining walls, and culverts), and/or buildings (e.g., comfort stations, picnic shelters, and club houses). As such, parkways, parks, and golf courses within the system may also be significant as examples of their property types and historic periods of design and construction.

2. Survey Methodology

A. Definition of survey area

The survey area was defined to include parkways, parks, and associated golf courses as identified in the preliminary 1923 Milwaukee County Parkway plan. In addition, Greenfield Park and McCarty Park, which were included in the original 1923 plan, are addressed separately in the survey results because they are associated with but discontinguous from the parkway network.

B. Survey methodology

The survey methodology follows SHPO guidance for documenting parkways, parks, and golf courses for National Register nominations. The approach was approved by Milwaukee County and the SHPO prior to commencement of field survey activities.

Information on the construction dates of surveyed resources is based on data provided by Milwaukee County, historical information provided in the MPD and subsequent National Register nominations, and observations made during field survey. Within each parkway, park, and golf course, the survey team documented contributing and noncontributing resources based on National Register guidelines. For the parkways that have not yet been evaluated for eligibility (Lake Michigan North and South and Lincoln Creek), the documentation of contributing and noncontributing resources represents a preliminary recommendation. This recommendation may need to be updated based on intensive survey efforts in the future. In general, resources are considered contributing if they were constructed during the defined period of significance and retain a degree of integrity.

During the survey, resources within the system were either documented as individual resources or as features within the overall parkway or park landscape. For those resources that were documented individually, a Wisconsin Historic Preservation Database (WHPD) record was created. These resources include the overall parkway or park, parkway drives, vehicular bridges, buildings, and permanent recreational structures. For resources that were documented as part of the overall landscape, WHPD records were not created, but these features are identified in the inventory results, within the description of each parkway or park, and documented on the survey maps. Resource types that are considered part of the landscape include designed landscapes and gardens, pedestrian trails, small-scale pedestrian bridges, water features, retaining walls, signage, lighting, and non-permanent recreational facilities. Within surveyed golf courses, much of the resources are considered part of the landscape and do not have inventory records, including the fairway, rough, greens, and tee box; watershed features; practice putting greens and driving range; hazards; furnishings; and network of paved golf cart trails and bridges.[2]

Because many of the parkway resources have been surveyed as part of recent Determination of Eligibility (DOE) documentation or National Register nomination efforts, the reconnaissance-level survey included efforts to confirm whether the previously surveyed resources are extant and whether their appearance

[2] Although the report mentions identified archaeological sites within each parkway or park, the locational information is considered confidential and the sites are not included on maps. Coordination with the SHPO is necessary to obtain additional information and location details.

has changed. If the appearance of previously surveyed resources was unchanged, the WHPD record was updated to include a resurvey date with a note that the appearance was unchanged. If the appearance changed, the WHPD record was updated to include a resurvey date and a new survey photograph. If the resource was found to be nonextant, the WHPD record was also updated to reflect the status of the resource.

The survey efforts also included a reconnaissance-level inventory of landscape features, including vegetation. Although this information is not typically documented for history/architecture surveys, the results will assist with the future development of the HPMP. Landscape features are summarized in the survey results in Section 4.

In conformance with SHPO survey guidance, this reconnaissance-level survey includes the following deliverables:

- Survey report with inventory results grouped by parkway
- Digital photographs of inventoried properties meeting minimum survey requirements
- Representative landscape images for overall parkway, park, and golf course sites
- Survey maps
- WHPD records for individually surveyed resources, including recommendations on contributing or noncontributing status and a brief description

3. General Parkway Overview

In 1923 Charles B. Whitnall illustrated a tentative map of the Milwaukee County Parkway System, which included an interconnected series of parkways throughout metropolitan Milwaukee (see Figure 1). The individual parkways would follow the Milwaukee, Menomonee, Kinnickinnic, and Root Rivers; Honey, Lincoln, Oak, and Underwood Creeks; and the Lake Michigan shore line, resulting in two "necklaces of green" encircling the county.[3] Although the system was not fully implemented as originally planned, it does provide a circulation system throughout the county and retains a high degree of integrity. For more information on the history and development of the parkway system, see the MPD in Appendix A.

Three major interrelated property types are found within the executed parkway system: parkways, parks, and golf courses. Each of the property types serves a unique function and has distinct design qualities. Milwaukee County's parkways are designed landscapes that follow watershed features, contain a limited-access curvilinear vehicular roadway, and link parks as well as recreational and cultural components. Although the parkway system, as implemented, does not fully encircle the county, vehicular roadways and pedestrian trails provide a public circulation system throughout the county. Designed landscapes, vegetation, and other features, such as stone retaining walls, are used to enhance the roadway and the adjacent watershed features. In most cases, naturalized vegetation has been used along the watershed features to provide flood management. Wider spaces between parkway roads and watershed features often include picnic areas or open space with mowed grassy areas and scattered tree plantings.

The parkways also contain drainage and engineering structures, buildings, furnishings, lighting, and signs. Much of the parkway's infrastructure follows Whitnall's original vision and was constructed by federal relief labor, depicting the rustic design aesthetic of the Depression era. The use of native materials and handcrafted masonry finishes, including limestone, is characteristic of this approach to design and is prominent throughout the parkways, serving as a unifying feature of these designed landscapes. Vehicular bridges are typically concrete structures faced with native limestone with rock faced finish laid in a random ashlar pattern. Many of these bridges have aesthetic treatments, including segmental arch headwalls and decorative parapets. Pedestrian bridges are typically timber or native stone, which blend into the natural setting. The rustic design aesthetic of the bridges, culverts, and retaining walls contribute to the overall parkway setting.

Buildings within the parkway system include comfort stations, picnic shelters, and maintenance buildings. Site furnishings, such as picnic tables and benches, serve as recreational provisions in the parkway landscape. Parkways and parks often include signage and lighting, which help to guide the parkway driver along the route and identify entrances to the parkways, parks, picnic areas, shelters, and recreational facilities. Much of the signage, storage buildings, and light standards are based on standard plans that date to the historic period. Replacement features often utilize these plans, and as such modern replacements do not detract from the original design. In addition, other modern signs and monuments have been added throughout the system in recent years.

[3] See plans in Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report* (Milwaukee, Wis.: Milwaukee County Regional Planning Department, 1924), n.p.

Associated parks within the parkway system are open spaces planned and designed for recreational and leisure activities as part of the Milwaukee County Parkway System. Although some of the earliest county parks pre-date the parkway system, they were included in the 1923 vision for a unified system of public green space. The majority of these parks are connected to the system by parkway roads and are located adjacent to a water feature, including rivers, creeks, or Lake Michigan. Generally, parkway-associated parks in Milwaukee County have a planned landscape design, including lagoons, plantings, foot paths, buildings, monuments, and recreational facilities.

Although Milwaukee County parks vary in size, common to most of these designed landscapes are curvilinear walks or foot paths with pedestrian bridges over water features, informal groupings of plantings and trees, and the use of naturally occurring and man-made settings, such as existing watershed features and man-made lagoons. The parks are generally unified through their rustic design aesthetic, as seen in the use of native stone and timber, and handcrafted finishes in the construction of buildings, bridges, and retaining walls. Many of the parks also include provisions for passive and active recreation or cultural offerings, such as picnic shelters and comfort stations, swimming pools, ball fields, and arboretums or monuments. The buildings associated with these provisions, such as bathhouses, often feature elements of rustic design and were constructed with local stone and timber and as well as handcrafted masonry finishes.

The parkway system also provides vehicular access to county-owned golf courses via parkway roads. Some of the earliest county golf courses, such as Grant Park Golf Course, pre-date the parkway system. As parkway implementation began, these golf courses were incorporated in the county-wide parkway system. The golf courses vary in layout and topography; however, they contain a set of definable components or characteristic features. The courses are primarily defined by the circulation pattern of the holes and manipulation of topography, natural elements, and artificial features to challenge the player. Each hole includes a teeing ground, fairway, and rough, and often includes hazards, or obstacles, such as bunkers and water features. The golf course landscape may also include practice putting greens and driving ranges. Club houses within the system, which are a major component of golf courses, depict a range of architectural styles, including those that were popular during the early twentieth century, such as the Queen Anne style club house at the Grant Park Golf Course, and more modern structures added in the mid-twentieth century, such as the Contemporary style club house at the Hansen Golf Course. Other secondary features of the overall golf course landscape include water fountains, ball cleaning stands, benches, maintenance buildings, bridges, and fences. With the advent of the golf cart in the 1950s, networks of paved paths were built to facilitate movement through the course.

4. Inventory Results

This section includes the results of the reconnaissance-level survey. Individual parks and golf courses are discussed with their associated parkways, with the exception of Greenfield Park and McCarty Park. The parkways linking these parks to the overall parkway system were not fully implemented and they do not have a direct connection with a parkway.

The history and development of each parkway is gleaned from their National Register nominations, unless otherwise noted. Documented resources and landscape features are identified on the survey maps presented at the end of each section. Preliminary historic boundary recommendations, or accepted boundaries for listed and determined eligible parkways, are also identified and delineated on the survey maps. A table of surveyed properties follows each parkway description and includes an estimated construction date and contributing or noncontributing assessments for each surveyed resource. The status is based on National Register guidelines.

A. Honey Creek Parkway

(1) General description, historic boundary, and statement of significance

The Honey Creek Parkway is centrally located in Milwaukee County between the communities of Wauwatosa in the north and West Allis in the south. It is located along the inner loop of two concentric, connected, oval-shaped chains of parkways first conceived in 1923. The parkway consists of 84.2 acres of county-owned park land and connects with the Menomonee River Parkway at its eastern boundary. It features a natural setting with a curved parkway drive, pendant lighting, bridges, stone retaining walls, open meadows, mature deciduous and coniferous trees, and naturalized vegetation.

Honey Creek Parkway was listed in the National Register and is significant under *Criterion A: Community Planning and Development*. According to the National Register nomination, the period of significance for the parkway extends from 1932, with the implementation of the plan for the parkway, to 1955, when road improvements and lining of the creek were completed.

The historic boundary is defined in the nomination and includes county-owned land that follows the back edge of pavement along Honey Creek Parkway Drive and adjacent city roads (see the historic boundary map). The portion of the parkway south of Interstate Highway 94 (I-94) is discontinuous and no longer reflects the 1923 plans; therefore, it is not included in the historic boundary. This includes McCarty Park, which was originally included in the Honey Creek Parkway plan. It is now considered a standalone park in the parkway system. A description of McCarty Park and its associated resources can be found in Section 4.L of this report.

A list of parkway resources identifying those that are considered contributing is included in Table 1 at the end of this section. The contributing status is based on the age of the resource, integrity, and historic information gathered for the National Register nomination. Additionally, three residences fronting West Bluemound Road are located within the parkway boundary. However, these houses are not related to the parkway development and are considered noncontributing. Other residences that line the drive are not

located within the parkway boundary and represent a wide variety of architectural styles and periods of construction.

(2) Development history

Charles Whitnall included Honey Creek Parkway in his initial study for the Milwaukee County Parkway System in 1923. The original plan had the parkway following Honey Creek from its confluence with the Menomonee River south through State Fair Park and easterly to a branch of the Kinnickinnic River. Honey Creek Parkway, with McCarty Park at its center, was planned to connect the Menomonee River and Kinnickinnic River Parkways, closing the inner loop of the chain of parkways.

By 1925 the Park Commission had accepted early plans for the parkway; however, land for the parkway was not acquired until 1931 and 1935. Implementation of the parkway began in 1932 at the confluence of the Menomonee River and Honey Creek. In 1936 the parkway encompassed 82 acres and was in the course of development. During this period the Civilian Conservation Corps (CCC) built six masonry veneered reinforced concrete bridges with stone coming from the nearby Currie Park quarry (located within the Menomonee River Parkway).

The connection to the Kinnickinnic River Parkway and McCarty Park was not fully realized and Honey Creek Parkway became discontinuous south of I-94 and State Fair Park. Although it never linked to Kinnickinnic Parkway, few changes have been made to Honey Creek Parkway since Works Progress Administration (WPA) work ended, and it continues to function and demonstrate the initial county design intent.

(3) Landscape characteristics

(a) Topography

The Honey Creek Parkway is narrow with very gently sloping terrain. Typically the land slopes down from adjacent property to the park roadway and down away from the road to the steep banks of the channelized creek. The parkway drive reaches a high point at its intersection with Portland Avenue and travels downhill from this point to its end. The soccer fields located west of Portland Avenue are in a low spot and are prone to flooding when the creek levels are high.

(b) Land use

The Honey Creek Parkway was originally designed as a scenic drive along Honey Creek. Today it additionally serves as a part of the multi-use Oak Leaf Trail system, which includes active recreational pursuits such as biking, walking, jogging, and in-line skating. The level open area east of Honey Creek and west of Portland Avenue is utilized as a soccer field.

(c) Circulation patterns

Circulation patterns within the parkway consist of a vehicular drive and pedestrian trails. The Honey Creek Parkway Drive generally follows Honey Creek and winds along the creek, occasionally crossing it as it meanders south. The parkway drive has two lanes with a dividing center line and concrete curb and gutter. Dedicated parking areas located along the drive allow for on-street parking. No parking lots are associated with this parkway.

Sidewalks are generally limited to major arterial roads that intersect the parkway, including West Bluemound Road, Portland Avenue, West Wisconsin Avenue, and North Glenview Avenue. Sidewalks also line the parkway drive adjacent to residential development. Paved and earthen pedestrian paths are located throughout the parkway and are typically found near street intersections, residential development, and Dyer Field, which is not historically associated with the parkway system and is located outside the historic boundary. A pedestrian connection to the Menomonee River Parkway is located at the eastern edge of the parkway at North 72nd Street.

Honey Creek Parkway Drive near the intersection of 72nd Street.

(d) Buildings and structures

Only one building, a modern utility building, is located within Honey Creek Parkway. The majority of resources in the parkway are vehicular bridges that feature wide arched openings and limestone ashlar veneer. The two modern replacement bridges have been designed to complement the overall parkway aesthetic and feature stone veneer. A complete list of the surveyed resources within Honey Creek Parkway can be found in Table 1 at the end of the section.

Bridge B-40-0986 and culvert C-40-0016, constructed in 1941 by the WPA.

Gault Bridge, constructed in 1933, carries the parkway drive over Honey Creek.

(e) Vegetation

As the treeline undulates along the parkway, it is characterized by open areas of mown lawn, mown lawn with canopy trees, and areas of dense vegetative cover. The canopy trees throughout the parkway are of both native and horticultural varieties, including ash (*Fraxinus sp.*), white and red oaks (*Quercus sp.*), maple (*Acer sp.*), linden (*Tilia sp.*), willow (*Salix sp.*), pines (*Pinis sp.*), and spruce (*Picea sp.*). Ornamental trees include varieties of crabapples (*Malus sp.*) and hawthorns (*Crataegus sp.*).

Areas of dense vegetation, particularly along the creek edge, also include “volunteer” and invasive species, including tree of heaven (*Ailanthus altissima*), buckthorn (*Rhamnus cathartica* and *R. frangula*), wild grape vine (*Vitus sp.*), box elder (*Acer negundo*), honeysuckle (*Lonicera sp.*), Canada thistle (*Cirsium arvense*), garlic mustard (*Alliaria petiolata*), and common burdock (*Arctium minus*).

Typical use of canopy trees in open mown lawn area. Background shows dense vegetative growth along the creek edge, obscuring the view of the creek.

(f) Water features

Honey Creek is the sole water feature within the parkway. The creek meanders south through the parkway, flowing under the parkway drive and major roads. The creek is lined with concrete from Wisconsin Avenue to 72nd Street. North of West Wisconsin Avenue, the creek bed is not lined with concrete and reflects a more natural appearance.

Concrete lined portion of Honey Creek north of West Wisconsin Avenue.

(g) Views and vistas

The parkway drive was laid out to take advantage of changing terrain. The curvilinear alignment provides a series of changing scenes. It is likely that vegetation was planted to frame views of landscape features, such as the creek and bridges, but these are no longer evident with the infill of volunteer vegetation.

(h) Small-scale features

The parkway also features a number of smaller elements that lend to its unique character, including retaining walls, lighting, and signs. The largest of these elements are the WPA-constructed retaining walls, located adjacent to the Portland Avenue Bridge (Bridge No P-40-0770; AHI 140741) and intermittently lining the creek. No designated picnic or athletic areas are located within the Honey Creek Parkway.

The parkway drive is illuminated by pendant lighting. The light standards feature pendant lights hanging within a decorative frame atop a wood post. Pendant lights are common throughout the parkway system.

Wood signs are located at most of the major intersections with the parkway. These signs are designed with a rustic quality, including a wood timber support post, wood face, and painted lettering. This design is common for all signage throughout the parkway, including the CCC camp sign, which commemorates the location of the former camp site near the south boundary of the parkway, at South Honey Creek Drive and West Honey Creek Parkway.

Retaining wall along Honey Creek.

Common pendant lighting found within the Honey Creek Parkway.

Typical parkway sign found within the Honey Creek Parkway.

CCC camp sign.

(4) Archaeological sites

The Honey Creek Camp, near the south portion of the parkway, is the only identified archaeological site in the parkway at this time. The archaeological site predates the development of the parkway system.

(5) List of surveyed properties

A list of properties surveyed in the Honey Creek Parkway is presented in Table 1.

Table 1. Honey Creek Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Honey Creek Parkway	150321	1932	Contributing
Honey Creek Parkway Drive	203321	1932	Contributing
Utility Building	203301	c.2010	Noncontributing
Bridge No. B-40-0723	140758	2007	Noncontributing
Bridge No. P-40-0777	140741	1933	Contributing
Bridge No. B-40-0724	140740	2007	Noncontributing
Bridge No. P-40-0776	140739	1934	Contributing
Bridge No. P-40-0778	140738	1933	Contributing
Bridge No. B-40-0988	149022	1928	Contributing
Bridge No. B-40-0570	140718	1933	Contributing
Bridge No. B-40-0986 and culvert C-40-0016 (STH 181 at I-94)	149021	1941	Contributing
Residence 7915 West Bluemound Road	151461	c.1920	Noncontributing
Residence 7921/7923 West Bluemound Road	151462	c.1950	Noncontributing
Residence 7927 West Bluemound Road	151463	c.1940	Noncontributing

Honey Creek Parkway

Historic Boundary Map

Orthophotograph date: 2010

UTM Coordinates: Zone 16, Nad 27

0 85 170 340 510 680 Feet

N

Map Key

Historic Boundary

Contributing

Non-contributing

SHEET 1 OF 2

Mead & Hunt

X:\13228-2007004\TECH\GIS\HoneyCreekParkwayHistoricMap.mxd

Honey Creek Parkway

Historic Boundary Map

Orthophotograph date: 2010

UTM Coordinates: Zone 16, Nad 27

0 85 170 340 510 680 Feet

N

Map Key

Historic Boundary

Contributing

Non-contributing

SHEET 2 OF 2

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B. Kinnickinnic River Parkway

(1) General description, historic boundary, and statement of significance

The Kinnickinnic River Parkway is located along the southern portion of the innermost loop of the Milwaukee County Parkway System. While a portion of the parkway is located within the city of West Allis, the majority is located within the city of Milwaukee. It consists of approximately 340 acres of county-owned park land and connects Jackson Park, Pulaski Park, Al Simmons Field, and the Kinnickinnic Sports Center. Although it was originally designed to connect with the Honey Creek Parkway and Lake Michigan, this plan was never realized and the Kinnickinnic River Parkway does not have any direct connections with any other parkways within the overall system. The natural setting of the parkway features gently rolling hills with some flat open picnic areas, a curved parkway drive, athletic fields, mature deciduous and coniferous trees, and naturalized vegetation.

The Kinnickinnic River Parkway was listed in the National Register and is significant under *Criterion A: Community Planning and Development* and *Criterion C: Landscape Architecture.* According to the National Register nomination, the period of significance extends from 1934, when implementation of the Kinnickinnic River Parkway began, to 1960, when the National Register's 50-year cutoff was reached and the major alterations to the parkway were completed.[4] Several resources within the parkway predate the start of the period of significance. This reflects the original intent to connect existing parks into the larger parkway system, and these resources are considered contributing elements to the parkway.

The historic boundary is defined in the nomination and includes the Kinnickinnic River, the parkway drive, Jackson Park, Pulaski Park, Al Simmons Field, the Kinnickinnic Sports Center, and county-owned land along the corridor (see boundary map). The adjacent county-owned parcels to the east of South 16th Street were not included in the parkway's historic boundary because they do not reflect the original design intent of the parkway and the curvilinear drive is not present. A list of parkway resources identifying those that are considered contributing is included in Table 2 at the end of this section. The contributing status is based on the age of the resource, integrity, and historic information gathered for the National Register nomination.

(2) Development history

Original plans for Kinnickinnic River Parkway, as envisioned by Charles Whitnall in 1923, connected the parkway to Honey Creek Parkway at South 76th Street in the west and Lake Michigan in the east, requiring extensive planning through urban areas owned by the City of Milwaukee. Although land acquisition for the parkway began by 1926, the first documented project was not completed until 1934. Unlike other county parkways, the City of Milwaukee maintained the majority of the Kinnickinnic River Parkway until it, along with Jackson and Pulaski Parks, was transferred to Milwaukee County in January 1937 as part of a park consolidation program.

In 1935-1936 city-funded workers installed a drainage system, completed landscaping in Jackson Park, and constructed sidewalks and roads along the parkway. In 1938-1939 city-administered WPA work

[4] In general, properties must be at least 50 years old to be considered for listing in the National Register. This 50-year threshold is also used to define periods of significance.

included constructing masonry retaining walls, service buildings, and bridges. The land to link the parkway to Honey Creek Parkway and Lake Michigan was never acquired and the parkway was left as only a portion of the original Whitnall plan.

Land for Al Simmons Field and the Kinnickinnic Sports Center was acquired beginning in 1926. However, implementation of recreational facilities did not occur until the mid-1930s, with further expansion and development of athletic fields taking place under county direction in the 1950s. When it opened in 1948, Al Simmons Field was the first lighted baseball field in the county park system and it hosted evening baseball leagues seven days a week.

Throughout the 1960s additional recreational amenities were constructed throughout the parkway, including comfort stations, athletic fields, concession stands, and vehicular bridges. Most of these additions were completed by 1970, although more modern structures, such as maintenance facilities, have been added since that time.

The parkway plan incorporated already established parks and recreational areas. The City of Milwaukee began implementation of Jackson Park in 1908. By 1929 a picnic shelter/pavilion, athletic field, and playground were erected by the City of Milwaukee. Further development occurred in the 1930s, prior to the park consolidation, with the construction of additional athletic fields and an outdoor swimming pool. The city acquired land for Pulaski Park in 1910 and 1920. Development of the park began in 1924 with grading of the river channel, creation of recreational and athletic fields, and landscaping.

(3) Landscape characteristics

(a) Topography

The topography throughout the Kinnickinnic River Parkway is characterized by gently rolling terrain. The parkway road generally follows the course of the river, with the land sloping down to the river bed. Graded level areas were created throughout the parkway to accommodate athletic fields and picnic areas. Topography was used as a design tool to create a naturalistic setting throughout the parkway. From 72nd Street on the west to Cleveland Avenue the parkway consists of a bermed boulevard that separates the adjacent residential areas from the park road. In Pulaski Park the topography is more extreme and characterized by high plateaus along its north, west, and south edges, which break and slope sharply down to the river. Intermediate level areas were graded to accommodate the various recreational facilities in the park. Steps are used extensively throughout this park to accommodate the steep grade changes.

Steps on north end of Pulaski Park along 16th Street lead to the Casimir Pulaski sculpture.

(b) Land use

The historic parkway drive provides a scenic drive beginning at 72nd Street and travelling northeasterly connecting the primary park areas of Jackson Park and the Kinnickinnic Sports Center and ending at South 20th Street. Areas of active and passive recreation are grouped throughout Jackson and Pulaski Parks and the Kinnickinnic Sports Center. The Oak Leaf Trail, a multi-use recreation trail throughout the park system, follows the parkway road. The park land adjacent to the Kinnickinnic River also provides storage for flood and storm water.

(c) Circulation

The circulation patterns within the parkway include a drive, pedestrian trails, and a railroad corridor. In general, the Kinnickinnic River Parkway Drive follows the natural path and topography of the Kinnickinnic River, occasionally crossing the river as it flows east. The parkway drive narrows and discontinues following the river to the west of South 60th Street. The curvilinear drive has two lanes without a center line, curb and gutter, and on-street parking. Parking lots are located near recreational facilities in the parks and sports centers. Sidewalks are limited to areas where the parkway drive is adjacent to residential development.

Earthen and paved pedestrian paths are located throughout the parkway and associated parks, with pedestrian bridges providing access over the Kinnickinnic River. A series of paved paths are found within individual parks, connecting the parkway drive, parking areas, residential development, and major intersections. Vehicular and railroad bridges also cross the river and are included within the historic boundaries. The Chicago & North Western/Union Pacific Railroad

corridor runs along the northern portion of the parkway at Jackson Park and crosses through Pulaski Park.

(d) Buildings and structures

The Kinnickinnic River Parkway has a number of buildings and structures within the historic boundary. Rustic design aesthetic is found in the brick and stone comfort stations, stone culverts, retaining walls, a Tudor Revival service building, and a wood picnic shelter/pavilion, which reflects the earliest development period of the parkway. Two statues, Commerce in Jackson Park, and Casimir Pulaski in Pulaski Park, are unique resources not frequently seen in the rest of the parkway system.

Later development in the parkway in the 1950s and 1960s, including a community center, athletic fields with concession facilities, and comfort stations, represent the later modernization and expansion of the parkway to continue to serve the recreational and athletic needs of the community. The majority of vehicular and pedestrian bridges within the parkway are modern noncontributing additions.

While the parkway has been modernized over the years with the addition of athletic fields, pools, and sports complexes, it retains its natural setting and rustic architecture and clearly conveys its original design intent. A complete list of the surveyed resources within Kinnickinnic Parkway can be found in Table 2 at the end of this section.

Jackson Park picnic shelter/pavilion, constructed c.1920.

Pulaski Park comfort station/pavilion, constructed c.1935

Statue of Casimir Pulaski erected in Pulaski Park in 1931.

Tudor Revival style service building, constructed in 1941.

Jackson Park comfort station/community center, also known as the boathouse, constructed c.1960.

Al Simmons Field baseball diamond, constructed c.1937.

Pulaski Park pedestrian bridge, constructed c.1965.

(e) Vegetation

Vegetation throughout the parkway can typically be characterized by open areas of mown lawn, mown lawn with canopy trees, and areas of dense vegetation along the river edge. The canopy trees throughout the Kinnickinnic River Parkway are of both native and horticultural varieties, including ash (*Fraxinus sp.*), white and red oaks (*Quercus sp.*), maple (*Acer sp.*), linden (*Tilia sp.*), hackberry (*Celtis occidentalis*), walnut (*Juglans sp.*), willow (*Salix sp.*), pines (*Pinis sp.*), and

spruce, (*Picea sp.*). Ornamental trees include varieties of crabapple (*Malus sp.*) and hawthorn (*Crataegus sp.*). Many of the larger red and white oaks and other canopy trees throughout Jackson Park predate park development. In Jackson Park some large areas have reverted to woods. The parkway boulevard between 68th and 66th Streets contains a notable group of large native white and burr oaks (*Quercus alba* and *macrocarpa*) that predate the development of the parkway drive.

White oak in the boulevard between 68th and 66th Streets.

From Cleveland Avenue northeast to Jackson Park and again from the east end of the Jackson Park lagoon to Pulaski Park, dense vegetation is located along the river channel. It is comprised of mostly "volunteer" and invasive species, including tree of heaven (*Ailanthus altissima*), buckthorn (*Rhamnus cathartica* and *R. frangula*), wild grape vine (*Vitus sp.*), box elder (*Acer negundo*), honeysuckle (*Lonicera sp.*), Canada thistle (*Cirsium arvense*), garlic mustard (*Alliaria petiolata*), and common burdock (*Arctium minus*).

(f) Water features

Water features within the parkway include the Kinnickinnic River and a lagoon. The largest body of water is the Jackson Park lagoon with an attached small spillway that connects to the river. A former lagoon is located east of South 27th Street. It was constructed during the original development of the parkway but has since been filled in.

In the 1930s WPA labor performed work on the water features of the parkway, including cleaning the river bottom, repairing dams and cascades, and lining the river with concrete from South 16th Street, near Pulaski Park, west to the northern edge of Jackson Park in 1938. From South 43rd

Street west to South 60th Street the river was not lined and it takes a on a more natural appearance and path.

Jackson Park lagoon and spillway.

Kinnickinnic River with concrete liner.

(g) Views and vistas

Topography and vegetation were used throughout the parkway to define and frame various views and vistas. For example, the Jackson Park comfort station/community center, also popularly

known as the boathouse, is situated on the north bank of the lagoon and creates a pleasing vista while walking along the south side of the lagoon. By incorporating islands in the lagoon, the views are controlled and constantly changing as you move along the walkway. While it is likely that there were originally many views of the bridges and the river along the length of the parkway, time has allowed the growth of dense vegetation that has filled in and obscured many of these opportunities. Encroachment of urban growth has also changed the character of the parkway, primarily directly east and west of 27th Street, including the expanded intersection. This impacts the original planned impression of moving through a series of changing scenic views away from the effects of the city.

(h) Small-scale features

Smaller scale elements, such as culverts, retaining walls, and lighting, unify the parkway and give it its unique character. Stone retaining walls, constructed by WPA labor, are located in discontiguous locations throughout the parkway along the river. Additionally, a WPA stone culvert with a limestone parapet is located along West Jackson Park Drive, west of South 51st Street. Wood park and parkway signs, designed to match other Milwaukee County parkway signage, are located at most of the major intersections within the parkway.

Finally, the parkway features modern and replica lighting. Modern teardrop light standards illuminate the parkway drive near residential development and within Pulaski Park, Al Simmons Field, and the Kinnickinnic Sports Center. Between West Forest Home Avenue and South 20th Street, the parkway lighting changes to pendant lights that are featured in other parkways within the system. Other modern box lighting, featuring a square metal pole with a square metal light, are found along footpaths and near mid-twentieth-century buildings in Pulaski Park.

Acorn-style lighting is found along pedestrian paths and the parkway drive in Jackson Park. These light standards, also known as the Milwaukee Harp light, feature an acorn-shaped lantern on a metal pole and are consistent with replica historic lighting found throughout Milwaukee. The acorn lights may be an attempt to match the original lighting from when the park was established in 1908.

Stone culvert parapet, constructed c.1935.

Kinnickinnic River Parkway Drive with modern teardrop light standards.

Box lighting found along pedestrian paths within Pulaski Park.

Acorn light, also called Milwaukee harp light, found in Jackson Park.

(4) Archaeology

The area adjacent to the Kinnickinnic River that became the parkway was heavily utilized by Native American communities for thousands of years. The archaeological sites include habitation areas, earthen enclosures, effigy and conical mounds, cornhills, and burials. Limited subsurface investigations indicate that significant undisturbed pre-contact deposits may be present in the parkway. All of these cultural resources are associated with a timeframe that predates the development of the parkway system.

A scatter of historic debris and a stone bridge abutment, being part of an original parkway bridge, were also identified in archaeological surveys of the area. These resources may relate to the development of the parkway system.

(5) List of surveyed properties

A list of properties surveyed in the Kinnickinnic River Parkway is presented in Table 2.

Table 2. Kinnickinnic River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Kinnickinnic River Parkway	203882	1934	Contributing
Kinnickinnic River Parkway Drive	203921	1934	Contributing
Pedestrian Bridge	158881	c.1980	Noncontributing

Table 2. Kinnickinnic River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Pedestrian Bridge	158861	c.1965	Noncontributing
Railroad Bridge	157981	c.1940	Contributing
Railroad Bridge	157961	c.1950	Contributing
Abandoned Railroad Bridge Span	158001	c.1940	Noncontributing
Cleveland Avenue Bridge (B-40-0549)	158101	1986	Noncontributing
South 20th Street Box Culvert (P-40-0842)	157941	1938	Contributing
Stone Culvert	157561	c.1935	Contributing
South 43rd Street Bridge (B-40-0561)	157581	1987	Noncontributing
West Forest Home Bridge (B-40-0911)	208001	2009	Noncontributing
South 35th Street Bridge (P-40-0511)	157881	1962	Noncontributing
Parkway Drive Bridge (P-40-0569)	157901	1963	Noncontributing
South 29th Street Bridge (P-40-0630)	157921	1961	Noncontributing
South 27th Street/STH 241 Bridge (B-40-0438)	157922	1963	Noncontributing
Tennis Courts	208041	c.1937	Contributing
	Jackson Park		
Jackson Park	204061	c.1908	Contributing
Parkway Drive Bridge (P-40-0568)	123216	1950	Contributing
Pedestrian Bridge	158901	c.1980	Noncontributing
Baseball Diamond	207941	c.1950	Contributing
Tennis Courts	207961	c.1970	Noncontributing
Basketball Court	207981	c.1970	Noncontributing
Modern Utility Shed	157621	c.1990	Noncontributing
Maintenance Building	157622	c.1940	Contributing
Service Building	157641	1941	Contributing
Swimming Pool	157642	c.1960	Contributing
Bathhouse	157661	c.1960	Contributing
Comfort Station/Community Center/Boathouse	157681	c.1960	Contributing
Comfort Station	157841	c.1935	Contributing
Comfort Station	157601	c.1960	Contributing
Picnic Shelter/Pavilion	157861	c.1920	Contributing
Statue of Commerce	157862	1881 (moved 1909)	Contributing

Table 2. Kinnickinnic River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
All Simmons Field			
Al Simmons Field	208021	c.1940	Contributing
Baseball Diamond	158841	c.1937	Contributing
Concession Facility	158021	c.1940	Contributing
Restroom Facility	158041	c.1960	Contributing
Announcer's Booth	204221	c.1980	Noncontributing
Kinnickinnic Sports Center			
Kinnickinnic Sports Center	208061	1948-1950	Contributing
Baseball Diamond	208081	c.1965	Contributing
Baseball Diamond	208101	c.1965	Noncontributing
Basketball Court	208121	c.1955	Contributing
Concession Facility	158061	c.1968	Noncontributing
Maintenance Shed	158081	c.1980	Noncontributing
Pulaski Park			
Pulaski Park	204361	c.1910	Contributing
Indoor Pool	158121	c.1980	Noncontributing
Comfort Station/Pavilion	204401	c.1935	Contributing
Pedestrian Bridge	158902	c.1965	Noncontributing
Baseball Diamond	208141	c.1937	Contributing
Basketball Court	208161	c.1970	Noncontributing
Tennis Courts	208182	c.1955	Contributing
Statue of Casimir Pulaski	109497	c.1931	Contributing

West Cleveland Avenue

South 68th Street

PARKWAY BEGIN

Kinnickinnic River Parkway AHI# 203882

Kinnickinnic River Parkway Drive

Kinnickinnic River Parkway Drive AHI# 203921

West Oklahoma Avenue

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Kinnickinnic River Parkway

Historic Boundary Map

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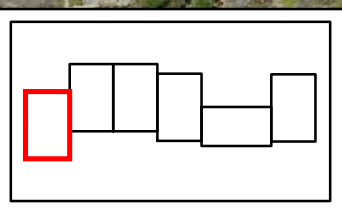
N

Orthophotograph date: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-contributing



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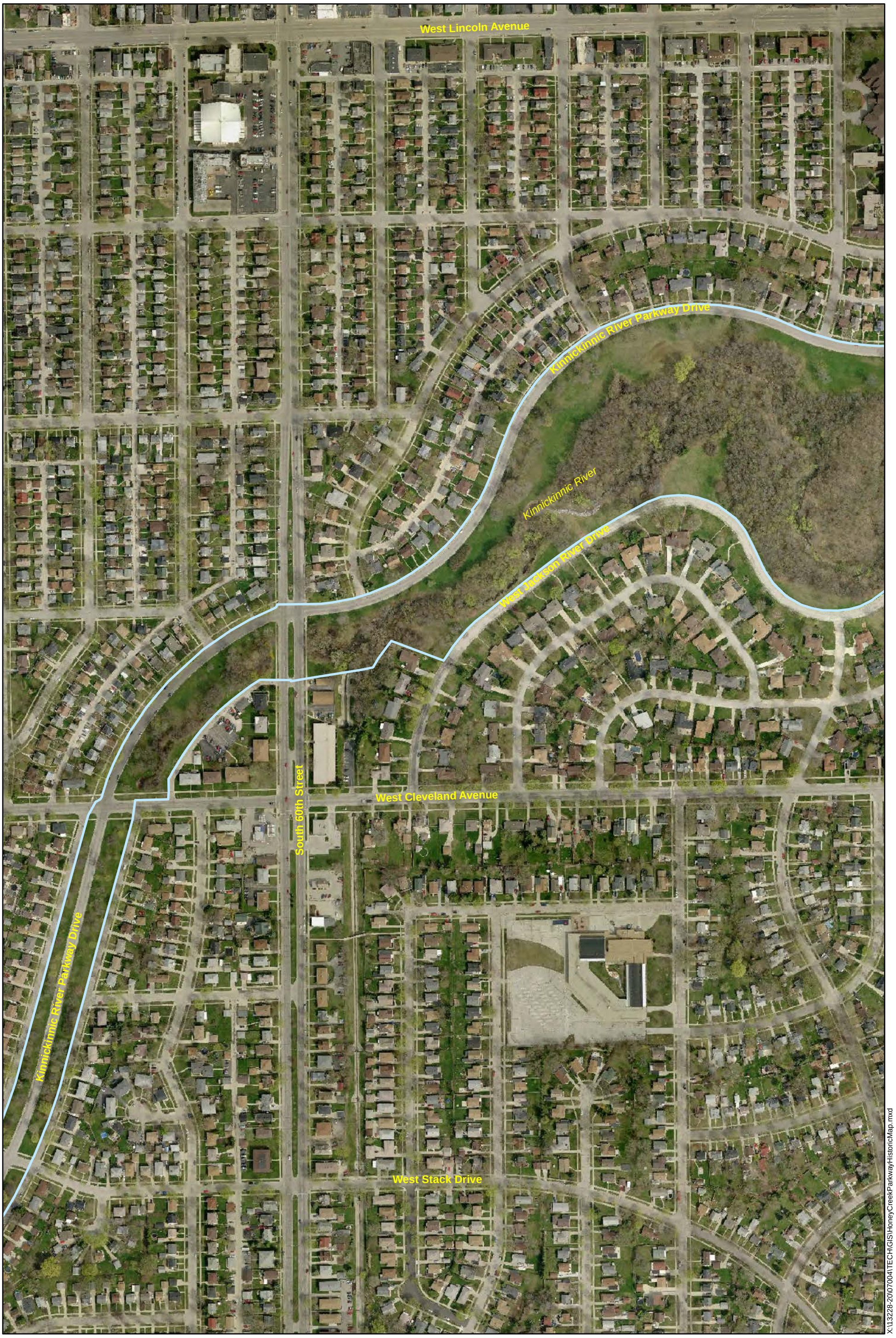

Kinnickinnic River Parkway

Historic Boundary Map

Orthophotograph date: 2010
UTM Coordinates: Zone 16, Nad 27

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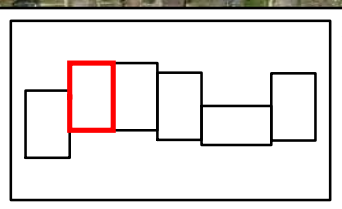
Map Key

- Historic Boundary
- Contributing
- Non-contributing



SHEET 2 OF 6

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West Lincoln Avenue

Chicago & North Western Railroad

Kinnickinnic River Parkway Drive

Pedestrian Bridge
AHI# 158881

Stone Culvert
AHI# 157561

West Jackson Park Drive

Kinnickinnic River

West Cleveland Avenue

Kinnickinnic River Parkway

Historic Boundary Map

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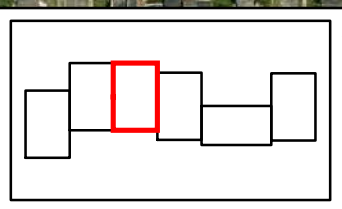
Orthophotograph date: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-contributing



SHEET 3 OF 6

Mead & Hunt

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Picnic Area 1
Kinnickinnic River
South 43rd Street
CHICAGO & NORTH WESTERN RR
Picnic Area 10
Comfort Station
AHI# 157601
Picnic Area 9
Baseball Diamond
AHI# 207941
Baseball Diamond
Parking Lot
Tennis Courts
AHI# 207961
Picnic Area 8
Bridge
AHI# 158901
Comfort Station and
Community Center/Pavilion
AHI# 157681
Kinnickinnic River Parkway Drive
South 35th Street
Bridge
B-40-0561
AHI# 157581
Basketball Court
AHI# 207981
Bridge
P-40-0568
AHI# 123216
Maintenance Building
AHI# 157622
Jackson Park
Lagoon
Shed
AHI# 157621
Bathhouse
AHI# 157661
Pedestrian
Bridge
Spillway
Service Building
AHI# 157641
Picnic Area 7
Statue
AHI # 157862
Swimming Pool
AHI# 157642
Jackson Park
AHI# 204061
Picnic Area 3
Picnic Area 2
Bridge
B-40-0911
AHI# 208001
Picnic Area 6
Comfort Stattion
AHI# 157841
24
Picnic Shelter
AHI# 157861
Picnic Area 12
Picnic Area 4
West Forest Home Avenue
Kinnickinnic River
South 35th Street
Picnic Area 5
Bridge
P-40-0511
AHI# 157881
West Manitoba Street

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Kinnickinnic River Parkway
Historic Boundary Map

Orthophotograph date: 2010
UTM Coordinates: Zone 16, Nad 27

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Map Key

Historic Boundary
Contributing
Non-contributing

SHEET 4 OF 6

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Kinnickinnic River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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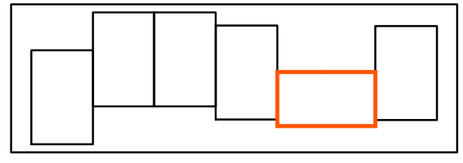
Map Key

Historic Boundary | Contributing | Non-Contributing



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PARKWAY END
Statue AHI# 109497
West Windlake Avenue
Tennis Court AHI# 208182
Basketball Court AHI# 208161
Baseball Diamond
Pedestrian Bridge AHI# 158902
Modern Playground
Kinnickinnic River
Comfort Station/ Pavilion AHI# 204401
Pulaski Park AHI# 204361
Baseball Diamond AHI# 208141
West Cleveland Avenue
Bridge B-40-0549 AHI# 158101
South 20th Street
Indoor Pool AHI# 158121
Exercise Station
Railroad Bridge AHI# 157961
Chicago & North Western Railroad
Railroad Bridge AHI# 158001
South 16th Street
West Dakota Street
Culvert P-40-0842 AHI# 157941
Kinnickinnic River
Parking Lot
Modern Playground
Kinnickinnic Sports Center AHI# 208061
Maintenance Shed AHI# 158081
Basketball Courts AHI# 208121
South 20th Street
Baseball Diamond AHI# 208081
Concession Stand AHI# 158061
Baseball Diamond AHI# 208101
West Oklahoma Avenue

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Kinnickinnic River Parkway

Historic Boundary Map

Orthophotograph date: 2010
UTM Coordinates: Zone 16, Nad 27

0 75 150 300 450 600 Feet

N

Map Key

- Historic Boundary
- Contributing
- Non-contributing

SHEET 6 OF 6

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C. Lake Michigan Parkway (North)

(1) General description, historic boundary, and statement of significance

Lake Michigan Parkway North is located in the northeastern portion of Milwaukee County along the Lake Michigan shoreline. The parkway was included in Whitnall's vision of the county parkway system and consists of 389 acres of county-owned land. The parkway is different from other parkways in the system, as it is comprised primarily of adjacent parks that were developed along Lake Michigan. The parks include (from south to north) Juneau Park, Veterans Park, McKinley Park, Bradford Beach, and Lake Park. Lincoln Memorial Drive and a steep ravine separate the hilly and wooded Juneau and Lake Parks, to the west, from the flat, grassy areas and sandy beaches of Veteran's and McKinley Parks and Bradford Beach, on the east of the drive. The parkway features the curved Lincoln Memorial Drive, decorative acorn lighting, grassy areas, and mature deciduous and coniferous trees.

Lake Michigan Parkway North has not formally been evaluated for National Register eligibility. The preliminary results of the reconnaissance survey and consideration of the evaluation criteria, outlined in the Milwaukee County Parkway MPD, indicates that the parkway has the potential to be eligible for listing in the National Register and should be evaluated under *Criterion A: Community Planning* and *Criterion C: Landscape Architecture.*

A preliminary historic boundary for the parkway was identified during the reconnaissance survey to include county-owned land between Lake Michigan and the west edge of pavement of Lincoln Memorial Drive from East Mason Street to East Kenwood Boulevard (see the historic boundary map). County-owned Juneau and Lake Parks are also included within the boundary. The Linnwood Filtration Plant to the north of Bradford Beach is excluded from the boundary. Several resources within the overall parkway have already been listed in the National Register for significance outside the Milwaukee County Parkway System. Lake Park and its associated resources was listed in 1993 and the North Point Lighthouse and Keeper's Quarters was listed in 1984. Additional resources within the park may be individually eligible with a period of significance that falls outside that of the parkway.

Based on the MPD, a preliminary period of significance has been defined to begin in c.1928 with the implementation of the Milwaukee County Park Commission's parkway plan and extend through 1965, when the majority of the parkway resources were completed. Several resources within the parkway predate the start of the period of significance, including Juneau Park, McKinley Park (formerly Flushing Tunnel Park), Lake Park, and Lincoln Memorial Drive. However, because the parks were included in the original parkway system intent, these resources are considered contributing elements to the parkway. A preliminary list of parkway resources identifying those that may contribute if the parkway is determined to be eligible for the National Register is included in Table 3 at the end of this section. The contributing status is based on the understanding of the age of the resource, integrity, and available historic information from the reconnaissance survey. At the time the parkway is formally evaluated for National Register listing, the preliminary historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the evaluation.

(2) Development history

Charles Whitnall's original vision of the county parkway system included a narrow strip of parkway following Lake Michigan just east and north of downtown. Envisioned by Whitnall in 1923, the plan was not included in the County Park Commission's Annual Reports until 1927. Whitnall's plan for the Lake Michigan Parkway included components that were already in place, including Juneau Park, Flushing Tunnel Park (now McKinley Park), and Lake Park. Additionally, the lakeshore drive, which would become Lincoln Memorial Drive, was under construction within Lake Park prior to 1900 as part of the Olmsted plan. By 1908 the revetment for this drive was being constructed south of Lake Park, from Flushing Station to Wisconsin Avenue. On September 28, 1929, the entire length of Lincoln Memorial Drive officially opened, providing access from downtown Milwaukee at Mason Street to the north end of Lake Park. The drive provided vehicular access between the parks encompassed in the parkway, and nearly all of the parkway drive was located on land that was reclaimed from Lake Michigan. This same reclamation project resulted in additional land for parts of Juneau, McKinley, Bradford, and Lake Parks. Historically, Lincoln Memorial Drive featured sections of decorative concrete retaining walls with stepped parapets and globe lighting atop simple Doric concrete columns.[5] Remnants of these retaining walls are located east of Juneau Park.

Three individual parks included within Lake Michigan Parkway North were developed by the City of Milwaukee prior to the implementation of the parkway system. The earliest of these was Juneau Park, located to the east of downtown Milwaukee. Plans were developed by H.W.S. Cleveland in October 1870 and land was acquired in 1872. Cleveland, a nationally recognized landscape architect, recommended the park have walkways, spring-fed streams, drainage, plantings, and a shoreline retaining structure since the park had a challenging slope to the east. Cleveland's plan for the park included naturalized plantings of sugar and Norway maples and white ash trees instead of elms; the use of existing springs to develop a stream and basin system within the bluff-dominated topography; and an attenuated concern for drainage and shoreline controls. Statues, a comfort station, and a replica of Solomon Juneau's cabin have been added over time. Cleveland's original design for Juneau Park is largely nonextant, and the park is now characterized by 15 acres of tree-filled park land along the bluff overlooking Lake Michigan and Veteran's Park.[6]

In 1887 the City of Milwaukee acquired an area of land along Lake Michigan as part of a public sanitation improvement project. Flushing Tunnel Park, named for the tunnel that was constructed to back flush the Milwaukee River, originally consisted of the tunnel, an 1888 pumphouse (called Flushing Tunnel Station), and beach. By 1912 additional land was reclaimed from the lake and a yacht club, beach, and variety of other boating facilities were constructed. It was renamed McKinley Park in the 1930s. During the 1960s the yacht club was expanded to include additional parking spaces and boat docks. The original c.1880 yacht club and associated boating facilities were demolished and replaced during this time. In 2008 a former Coast Guard station within the park was demolished and a picnic pavilion, sculpture, and open area were developed on the site. The park features modern development, including new yacht club buildings, a marina overlook, and community sailing center.

[5] Laurie Muench Albano, *Milwaukee County Parks*, (Charleston, S.C.: Arcadia Publishing, 2007), 60.

[6] Albano, *Milwaukee County Parks*, 15-16.

Lake Park, located on top of a bluff overlooking Lake Michigan in a residential area northeast of downtown, was designed and developed in 1892 by Frederick Law Olmsted and John Charles Olmsted. The park was developed with landscaped areas, walkways, an open meadow, and a series of steel and brick bridges. A pavilion, staircase, tennis courts, and golf course were late nineteenth and early twentieth century additions to the park. During the early 1900s the lakeshore drive (Lincoln Memorial Drive), envisioned by the Olmsted firm, was laid out, and in 1929 this road was widened and extended through the northern part of the park to accommodate increasing vehicular traffic. In the mid-twentieth century a number of other resources, such as storage buildings, recreational fields, and a comfort station, were added to the park to meet community needs. The North Point Lighthouse and Keeper's Quarters, located in the southeast portion of the park, was individual listed in the National Register in 1984. Lake Park was listed in the National Register in 1993.[7]

Much of the work on the other parks within the parkway occurred after World War II. Bradford Beach was developed c.1945 as a large public beach on the shore of Lake Michigan. A bathhouse/pavilion was constructed by 1951. In the early 1950s a pedestrian bridge was constructed to provide access between Lake Park and Bradford Beach. Veteran's Park and its expansive grassy recreational areas and Lake Michigan overlook did not begin development until the 1960s. The majority of the resources within the park were constructed or moved into the park in the 1980s. The newest addition to the park is the Veteran's Memorial, erected in 1991.

(3) Landscape characteristics

(a) Topography

Lake Michigan Parkway North consists of two distinct topographic zones. West of Lincoln Memorial Drive the land is high upon a natural bluff over Lake Michigan and extends from Juneau Park on the south to Lake Park on the north. The land east of Lincoln Memorial Drive consists of filled lakebed and is relatively flat. Lake Park has a series of wooded ravines that cross the property from west to east, creating interesting terrain that was effectively used in the design of the park.

(b) Land use

Lincoln Memorial Drive provides a connection between the various recreational uses along Lake Michigan Parkway North. In Lake Park there are athletic fields; golf, tennis, and picnic areas; a playground; and hiking/nature trails in the ravines. Juneau Park has no programmed recreation areas and is primarily used for passive recreation. The Oak Leaf Trail runs the entire length of the parkway with secondary loops in Lake and Veterans Parks. A trail along a former railroad corridor traverses the bluff and connects the lakefront to parks to the north and east. Along the Lake Michigan shoreline there are expanses of open sand beach alternating with shore protection, consisting of stretches of stone revetment and steel sheet pile. The land that was created within this shore protection east of Lincoln Memorial Drive provides a wide variety of

[7] Lake Park development history was developed from the pamphlet "A History Walk Through Lake Park," by the Lake Park Friends, c.2007.

water-based recreational activities such as swimming, sand volleyball, sun-bathing, and boating, in addition to large open lawn areas and some programmed athletic fields.

(c) Circulation

The circulation patterns within the parkway include the drive and pedestrian and multi-use recreational trails. Lincoln Memorial Drive is a curved vehicular drive following the Lake Michigan shoreline from East Mason Street in the south to the intersection of East Kenwood Boulevard and North Lake Drive in the north. The drive is a boulevard with two striped lanes on either side of a grassy, tree-planted median. To the west, a paved pedestrian trail follows the drive and occasionally crosses the drive at designated pedestrian crosswalks. Parking is provided along the drive and within designated parking areas to the east and west.

A series of paved pedestrian paths are found within each park. Earthen paths are found in the wooded area of Lake Park. Two pedestrian bridges, one connecting Lake Park and Bradford Beach and the other connecting Brady Street to McKinley Park, cross over Lincoln Memorial Drive.

Lincoln Memorial Drive, view facing south.

(d) Buildings and structures

A number of historic buildings and structures are located within the parkway. Due to their early development, Juneau and Lake Parks feature a more natural setting and feel, with older and more ornate structures, including pavilions and pedestrian (originally vehicular) bridges. The Italianate-inspired 1888 Flushing Tunnel Station, located to the west of McKinley Park, is a prominent building along Lincoln Memorial Drive. It was recognized as a National Mechanical Engineering Landmark in 1992. Juneau Park also features a number of commemorative statues.

Athletic fields and comfort stations have been added to these parks to meet the needs of the community.

Parks that were developed in the mid-twentieth century feature contemporary buildings and structures. Bradford Beach has a snack bar, bathhouse, and pedestrian bridge that feature mid-century design aesthetics. In the 1960s through the 1980s, Veteran's Park was incorporated into the parkway, and McKinley Park experienced development with the construction of several buildings. The comfort stations, boathouses, and marina resources have design ideals that reflect this period.

Modern resources have been added to many of the parks, and include bridges, a bathhouse, picnic shelters, and sculptures. These resources represent the growing use of the parks and help meet the needs of recreational groups in the city, but are considered noncontributing additions. A complete list of resources located in the parkway can be found in Table 3 at the end of this section.

Flushing Tunnel Station, constructed in 1888.

Service building in Lake Park, constructed in 1899 with additions in 1918.

Lion Bridge in Lake Park, constructed in 1896-1897 and recently rehabilitated.

Lake Park pavilion (1903, with alterations in the 1930s and 1950s) and grand staircase (1908), designed by Alfred C. Clas.

1947 replica of Solomon Juneau's cabin in Juneau Park.

Leif Erikson Statue in Juneau Park.

Bradford Beach bathhouse/pavilion, 1951, with adjacent 1951 pedestrian bridge.

Northpoint snack bar, constructed in 1960 south of Bradford Beach.

Milwaukee Yacht Club constructed c.1960, with later additions, in McKinley Park.

Former Milwaukee Community Sailing Center in McKinley Park, constructed c.1980.

Veteran's Memorial located in Veteran's Park, constructed in 1991.

McKinley Park picnic pavilion on the former Coast Guard station site, constructed in 2008.

(e) Vegetation

Vegetation throughout Lake Michigan Parkway North consists of open areas of mown lawn, mown lawn with canopy trees, and areas of dense vegetation along the bluff west of Lincoln Memorial Drive. The steep bluff west of the drive was heavily planted to help prevent erosion, but over the years has grown and filled in with many volunteer and invasive species obstructing views of Lake Michigan. While some canopy trees in Lake Park, such as red and white oak, predate the development of the park, most of the trees and shrubs on the bluff and on the filled land east of the drive have been planted both during and after development. Species include honeylocust (*Gleditsia sp.*), varieties of maple (*Acer sp.*) and oak (*Quercus*), ash (*Fraxinus sp.*), black locust (*Robinia pseudoacacia*), and walnut (*Juglans sp.*), as well as beech (*Fagus sp.*) on top of the bluff and in the Lake Park ravines. The northernmost ravine in Lake Park contains many native plant species. Lincoln Memorial Drive has a grass boulevard planted with evenly spaced honeylocust (*Gleditsia sp.*).

(f) Water features

Lake Michigan Parkway North is located along the shore of Lake Michigan and a majority of the resources within the parkway are associated with swimming, fishing, or boating. There are two water features within the parkway. With the exception of the lake, the largest of these is the Veteran's Park lagoon that was likely constructed in the 1930s following the completion of Lincoln Memorial Drive in the 1920s. It was the only feature in Veteran's Park until the 1960s, when a land reclamation project created the peninsula that contains both Veteran's and McKinley Parks.

A WPA constructed waterfall in Lake Park is the other water feature in the parkway. The waterfall was restored in 2010 and features limestone falls. A wood staircase provides access to the bottom of the waterfall and a series of pedestrian paths through the woods.

Veteran's Park lagoon.

Restored WPA waterfall in Lake Park.

(g) Views and vistas

When Frederick Law Olmsted designed Lake Park he included what was to be a carriage drive overlooking Lake Michigan. Today, most of these vistas are obscured by vegetative growth, primarily along the steep bluff on the east edge of the park. A sweeping vista of the lakefront can be seen from the Lake Park pavilion and the grand staircase. In Juneau Park the lake is visible

from paths along the east edge of the park; however, the steep slope that was previously mown is now filling in with vegetation and it is only a matter of time before views here are also obscured. Along Lincoln Memorial Drive the vegetation east of the parkway consists of mown lawn with canopy trees, and the drive offers panoramic views of Lake Michigan, the beaches, and marina.

(h) Small-scale features

Smaller scale elements, such as small pedestrian bridges, lagoons, concrete retaining walls, and lighting, unify the parkway and give it its unique character. The majority of these small-scale features within the parkway are small wood pedestrian bridges located within the densely wooded ravines of Lake Park. These single-span bridges are constructed of wood and are rustic in design.

Another interesting feature of the parkway is the concrete retaining wall located along Lincoln Memorial Drive. The wall is topped with concrete light standards with round globe lights. These globe lights mimic those found along the pedestrian paths in Juneau Park.

Other lighting found throughout the parkway includes replica acorn and modern lighting. Decorative acorn lighting is found along the drive and in Lake Park. These light standards match other historic parks in Milwaukee County. Modern box lighting is located in the parking areas of McKinley, Veteran's, and Bradford Beach Parks.

Finally, wood park signs, designed to match other Milwaukee County parkway signage, are located at the intersection of the parks with the drive. The signage design is consistent throughout the park system.

Decorative retaining wall and light standards along Lincoln Memorial Drive, east of Juneau Park.

Typical wood pedestrian bridge found in Lake Park.

Veteran's Park sign with landscaping.

(4) Archaeological sites

Archaeological sites have been identified in two parks within the parkway. In Lake Park the archaeological sites include conical burial grounds, a campsite, and lithic scatters. Limited subsurface investigations have been undertaken in Lake Park, but archaeologists indicate that significant undisturbed pre-contact deposits may be present. In Veteran's Park a shipwreck near the lagoon was historically

referenced, though an investigation has not been undertaken. The potential cultural resources in both parks are associated with a timeframe that predates the development of the parkway system.

(5) List of surveyed properties

A list of properties surveyed in the Lake Michigan Parkway North is presented in Table 3.

Table 3. Lake Michigan Parkway North List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Lake Michigan Parkway North	209501	c.1928	Contributing
Lincoln Memorial Drive	212882	1930	Contributing
Pumphouse	100426	1888	Contributing
Tennis Courts	209541	c.1912	Contributing
	Juneau Park		
Juneau Park	209542	1872	Contributing
Solomon Juneau statue	209561	1887	Contributing
Comfort Station	209581	1954	Contributing
Leif Erickson Statue	53719	1887	Contributing
Solomon Juneau Cabin	209601	1947	Contributing
	Veteran's Park		
Veteran's Park	209621	c.1960	Contributing
Veterans Memorial	209641	1991	Noncontributing
Comfort Station	209642	1975	Noncontributing
Gift Shop	209643	c.1987	Noncontributing
Rental Shop	209661	c.1980	Noncontributing
Rental Shop	209681	c.1980	Noncontributing
Rental Shop	209701	c.1980	Noncontributing
	McKinley Park		
McKinley Park	209721	1887	Contributing
Comfort Station	209741	1985	Noncontributing
Office Building (sailing center c.1980-2010)	209742	c.1980	Noncontributing
Storage Building	209761	c.1980	Noncontributing
Community Sailing Center	209768	2010	Noncontributing
Guardhouse	209781	c.1970	Noncontributing
Comfort Station	209782	1972	Noncontributing
Comfort Station with Service Building	210062	1994	Noncontributing
Guardhouse	210064	c.1970	Noncontributing
Pedestrian Bridge	210082	c.2010	Noncontributing
Picnic Pavilion	210102	2008	Noncontributing

Table 3. Lake Michigan Parkway North List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Brady Street Pedestrian Bridge (B-40-0715)	210122	2005	Noncontributing
Sculpture	210182	c.2000	Noncontributing
Yacht Club Member's Building with pool	210201	2000	Noncontributing
Garage	210221	2000	Noncontributing
McKinley Overlook	210281	2000	Noncontributing
Milwaukee Yacht Club	210241	c.1965	Contributing
Guardhouse	210301	c.1970	Noncontributing
Guardhouse for Yacht Club	210262	c.2000	Noncontributing
Roundhouse and Comfort Station	210302	1967	Noncontributing
Fish Cleaning Station	210341	1986	Noncontributing
Storage Building	212421	c.1965	Contributing
Storage Building	212442	c.1965	Contributing
Storage Building	212443	c.1965	Contributing
Storage Shed	210342	1965	Contributing
Concession Stand	210361	c.1965	Contributing
Rental Shop	212481	c.1980	Noncontributing
Rental Shop	212482	c.1980	Noncontributing
	Bradford Beach		
Bradford Beach	210381	c.1945	Contributing
Bradford Beach Bathhouse	100425	1951	Contributing
North Point Snack Bar	100427	1960	Contributing
Pedestrian bridge over Lincoln Memorial Drive	210422	c.1951	
	Lake Park[8]		
Lake Park	27222	1891-1895	Contributing
Service Building	210521	1899, 1918	Contributing
Tennis Courts	210541	c.1960	Contributing
Brick Arch Bridge	210561	1893	Contributing
Comfort Station with Warming House	210581	1965	Contributing
Pedestrian bridge	211641	c.1970	Noncontributing
Steel Arch Bridge	211661	1893	Contributing
Concrete Footbridge	211681	1905	Contributing
Baseball Diamond	211701	c.1960	Contributing

[8] Lake Park and its associated resources is listed in the National Register.

Table 3. Lake Michigan Parkway North List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Lake Park Pavilion	211741	1903	Contributing
Lake Park Pavilion Grand Staircase	211762	1908	Contributing
Bowling Greens	211782	1961	Contributing
Bowling Greens Clubhouse	211801	1962	Contributing
Golf Starter Building	211821	1961	Contributing
Lake Park Golf Course	211861	1903; 1930	Contributing
WPA Waterfall	211863	1930	Contributing
Storage Building (former NIKE missile tracking station)	211881	1958	Contributing
Storage Shed	211903	c.1960	Contributing
Erastus B. Wolcott Statue	211922	1919	Contributing
Storage Building	211961	c.1960	Contributing
North Point Lighthouse and Keeper's Quarters[9]	16746	1888, 1912	Contributing
Lion Bridge	212001	1896-1897	Contributing
Lion Bridge	212021	1896-1897	Contributing

[9] The North Point Lighthouse and Keeper's Quarters are listed in the National Register.

East Kenwood Boulevard
North Lincoln Memorial Drive
Service Building
AHI# 210521
Brick Arch Bridge
AHI# 210561
Parkway
Begin
Picnic Area 1
Picnic Area 6
Lake Michigan
Parkway North
AHI# 209501
Tennis Courts
AHI# 210541
Modern Playground
Soccer Field
Picnic Area 3
Seasonal
Ice Rink
North Lincoln
Memorial Drive
AHI# 212882
Comfort Station with
Warming House
AHI# 210581
Pedestrian Bridge
AHI# 211641
Picnic Area 2
Former Trolley Station and
Mass-transit Turnaround
Indian Mound
Picnic Area 4
Steel Arch Bridge
AHI# 211661
Baseball Diamond
AHI# 211701
Picnic Area 5
32
Lake Park
AHI# 27222
North Lake Park Road
Concrete Footbridge
AHI# 211681
East Ravine Road
Clubhouse
AHI# 211801
Former gun club,
Informal football and
rugby field
Bowling Greens
AHI# 211782
Grand Staircase
AHI# 211762
Pavilion
AHI# 211741
Golf Course
Starter Building
AHI# 211821
Parking Lot
Soccer Field
Waterfall
AHI# 211863
Lake Park
Golf Course
AHI# 211861
Storage Building
AHI# 211881
Storage Building
AHI# 211961
Storage Shed
AHI# 211903
Erastus B.
Walcott Statue
AHI# 211922
Oak Leaf Trail
North Point
Lighthouse and
Keeper's Quarters
AHI# 16746
Lion Bridge
AHI# 212001
Lion Bridge
AHI# 212021
North Lincoln Memorial Drive
Bradford Beach
AHI# 210381

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 1 of 4

Lake Michigan Parkway North

Historic Boundary Map

0 150 300 600 Feet

N

Map Key

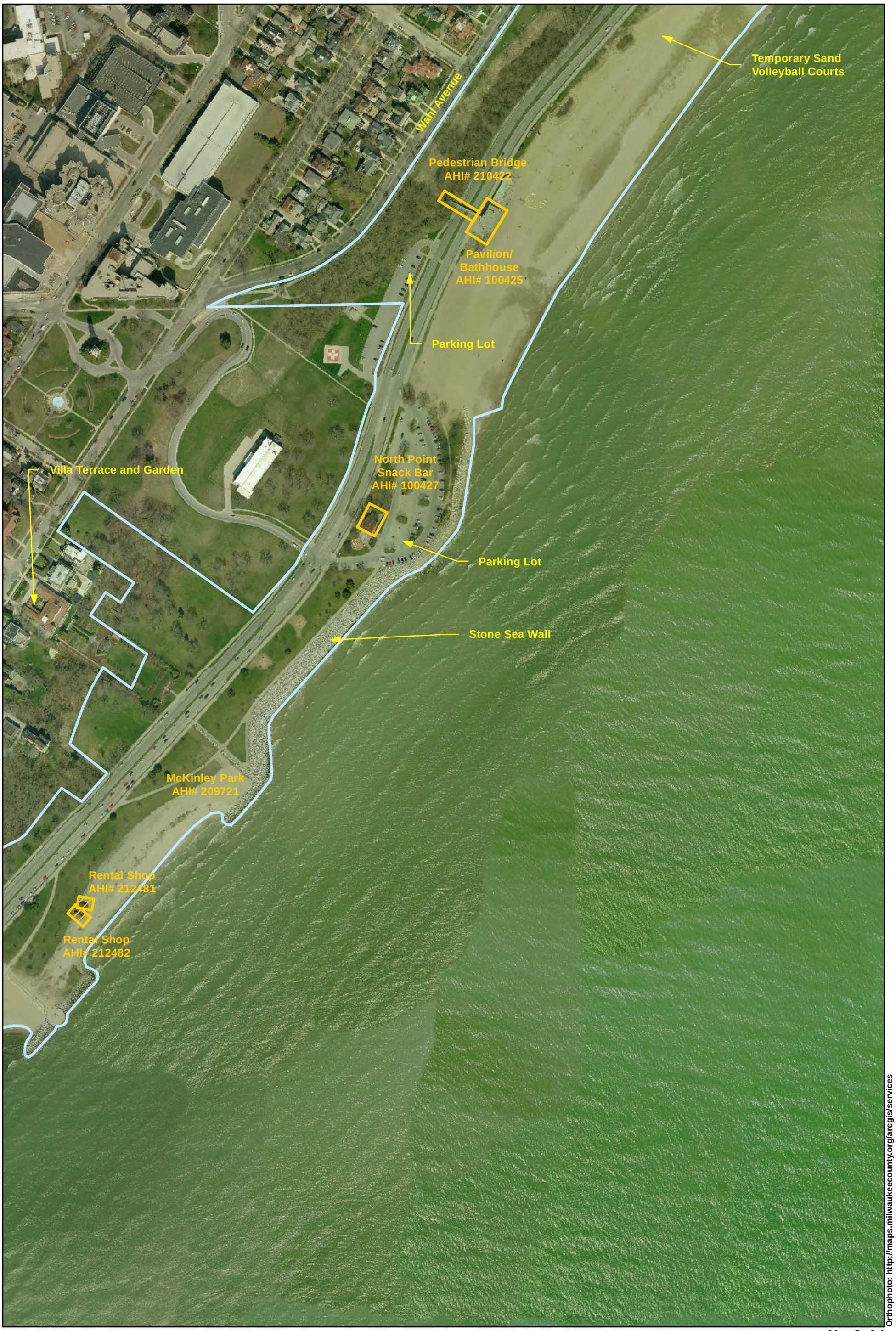
Historic Boundary

Contributing

Non-Contributing

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Mead & Hunt



Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 2 of 4

Lake Michigan Parkway North
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

N

Map Key

Historic Boundary

Contributing

Non-Contributing

Mead & Hunt

Lake Michigan Parkway North
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

Map Key

Historic Boundary

Contributing

Non-Contributing

Map 3 of 4

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 4 of 4

Lake Michigan Parkway North
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

Historic Boundary | Contributing | Non-Contributing

0 150 300 600 Feet

N

Mead & Hunt

D. Lake Michigan Parkway (South)

(1) General description, historic boundary, and statement of significance

Lake Michigan Parkway South is located on the eastern edge of Milwaukee County along the Lake Michigan shoreline and is comprised of 455 acres of county-owned land. The parkway primarily consists of a series of connected parks, including (from north to south) Cupertino Park, South Shore Park, Bay View Park, Sheridan Park, Warnimont Park and Golf Course, and Grant Park and Golf Course. The parkway also connects with the Oak Creek Parkway at the southern edge of Grant Park. The parkway features a natural setting with a generally flat terrain above a bluff overlooking beaches and Lake Michigan, naturalized vegetation, and deciduous and coniferous trees.

Lake Michigan Parkway South has not formally been evaluated for National Register eligibility. The preliminary results of the reconnaissance survey and consideration of the evaluation criteria, outlined in the Milwaukee County Parkway MPD, indicates that Lake Michigan Parkway South has the potential to be eligible for listing in the National Register and should be evaluated under *Criterion A: Community Planning* and *Criterion C: Landscape Architecture.*

A preliminary historic boundary for the parkway was identified during the reconnaissance survey to include county-owned land between South Lake Drive (STH 32) on the west and Lake Michigan on the east. The preliminary boundary includes two discontiguous segments, as a portion of land between Bay View Park and Sheridan Park is not owned by the county and has been privately developed. The northern portion extends from East Russell Avenue in Cupertino Park to a point near the St. Francis complex, where the City of Cudahy owns land along the lakeshore. The southern portion extends from East Lunham Avenue in the north to Oak Creek in the south (see boundary map). The preliminary historic boundary encompasses Grant, Sheridan, Warnimont, South Sore, Bay View, and Cupertino Parks.

Based on the MPD, a preliminary period of significance has been defined to begin in c.1928 with the implementation of the parkway plan and extend through 1961, when the majority of the parkway resources were completed. A preliminary list of parkway resources identifying those that may contribute if the parkway is determined to be eligible for the National Register is included in Table 4 at the end of this section. The contributing status is based on the understanding of the age of the resource, integrity, and available historic information from the reconnaissance survey. At the time the parkway is formally evaluated for National Register listing, the preliminary historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the evaluation.

(2) Development history

Whitnall's initial vision for Milwaukee County's parkway system included a parkway along the south shore of Lake Michigan. However, Lake Michigan Parkway South was not included in county publications until the 1927 Park Commission's Annual Report. At that time, the Park Commission began developing plans for the parkway to extend southward from South Shore and Bay View Parks to Grant Park along South Lake Drive. Development of the parkway continued from the 1920s into the late 1950s, with the development of Warnimont Park.

As part of the original parkway plan, Lake Michigan Parkway South had a planned connection with Kinnickinnic River Parkway on the west, Oak Creek Parkway on the south, and Lake Michigan Parkway North on the north. However, only the connection with the Oak Creek Parkway was implemented, thus fulfilling Whitnall's vision for the outer loop of the parkway chains. The county never acquired land through the urban portions of the city of Milwaukee and the connection with the Kinnickinnic River Parkway and Lake Michigan Parkway North was not realized. Additionally, the land between Sheridan and Bay View Parks was historically owned by the Wisconsin Electric Power Company, making the parkway discontinuous.

Lake Michigan Parkway South has two parks that were established prior to the implementation of the parkway plan: South Shore Park and Grant Park. However, these parks were included as part of the initial development plan and are consistent in design with the overall parkway. The City of Milwaukee acquired South Shore Park from the Village of Bay View in 1909, but initial development did not occur until the 1920s. Further development of the park occurred in the 1930s with the construction of a yacht club and bathhouse. The yacht club is privately owned and the property is leased from the county through an agreement. Cupertino Park was originally part of South Shore Park but was established as a separate park in 1997 in honor of former Park Commissioner and County Supervisor Daniel Cupertino.

Milwaukee County acquired Grant Park in 1910 and development began in the 1920s. Established in 1920, the Grant Park Golf Course is the first golf course developed by Milwaukee County. By 1926 the park was the largest in the county system, encompassing approximately 400 acres and including bathing beaches, baseball diamonds, a track, pavilion, picnic areas, and tourist camp with access from Lake Drive. Work continued in this park through the 1940s with the construction of an additional service building, band stand (nonextant), pavilion, shelters, and a bathhouse. Additional athletic fields and recreational areas were also developed during the time.

As part of the development of the Lake Michigan Parkway South, three other parks were established along the shoreline of Lake Michigan. Milwaukee County drafted a development plan for Sheridan Park in 1932, which included athletic facilities, a formal garden, and a lagoon. By 1937 Sheridan Park featured a bathhouse, a pavilion, a bandstand, and several service buildings. Moreover, the park accommodated baseball, football, horseshoes, softball, volleyball, tennis, swimming, picnicking, concerts, tobogganing, ice hockey, and skating. Bay View Park was named for the Village of Bay View, which was Milwaukee's first suburb prior to annexation to the City of Milwaukee in 1887.[10] The land was purchased by Milwaukee County in 1925 and ownership transferred to the City of Milwaukee in 1929. The park reverted to county ownership in 1937 during the consolidation of the park system. Original development plans are not available for Bay View Park, and today the park has only pedestrian trails and a maintained shoreline. Warnimont Park and its associated golf course were developed by the county in 1958. The park included a NIKE missile station (1956-1961), which was leased by the government and is now the site of the Kelly Senior Center. The nine-hole course was expanded to 18 holes in 1983. A shooting range was added to the park in the 1980s.

[10] Bay View Historical Society, "Bay View Yesterday," available at http://www.bayviewhistoricalsociety.org/bay-view-yesterday/ (accessed 29 August 2011).

Few changes have been made to the parkway since the 1980s, other than the addition of a dog exercise area to Warnimont Park in 2010. Modern development, including the construction of new parkway amenities, ensures the continued use of the parkway. Aside from these changes, the parkway maintains its initial design intent.

(3) Landscape characteristics

(a) Topography

Lake Michigan Parkway South is characterized by park lands high upon a natural bluff overlooking Lake Michigan with walkways and drives traversing the slope or located within ravines, providing access to sand beaches along the lake. Various methods were used to protect the toe of the bluff, including an extensive breakwater extending from Cupertino Park on the north to the south end of Bay View Park. It was constructed by the City of Milwaukee when these parks were under its jurisdiction. Additional stone revetment was placed in some areas to fight erosion. In Sheridan and Grant Park, systems of groins were constructed as a CCC project and resulted in accretion of sand beach areas providing level sand beach areas below the bluff. Land along the top edge of the bluff has become saturated and slumped on a number of occasions over the years, resulting in damage and loss of property.

(b) Land use

Curving drives through Grant Park, Sheridan Park, and parts of Warnimont Park provide opportunities for pleasure driving outside the “bustle of the city.” In addition, the Oak Leaf Trail traverses the length of the parkway, through wooded sections of the parks, along the Lake Michigan shoreline, and along the bluff overlooking Lake Michigan. The trail connects most sections of the parkway that the drive does not, including the segment between Bay View Park and Sheridan Park.

From Cupertino Park on the north to Grant Park on the south, Lake Michigan Parkway South contains all manner of recreational uses, including two golf courses, an off-leash dog exercise area, athletic fields, picnic areas, and playgrounds, as well as water-based recreational activities such as swimming, boating, and fishing.

(c) Circulation

The circulation pattern within the parkway includes two separate parkway drives, a recreational trail, and pedestrian paths. Grant Park Drive and South Sheridan Drive are two separate parkway drives located within Grant Park and Sheridan Park, respectively. Grant Park Drive is a curvilinear two-lane, striped drive with curb and gutter that begins at the intersection of Park Avenue and Lake Drive on the northwest and terminates at the Oak Creek Parkway Drive on the south. Parking is allowed at designated areas along the drive. South Sheridan Drive begins at East Bottsford Avenue on the north and curves south to its termination at a parking lot associated with the Warnimont Park Golf Course. The drive has two striped lanes and features curb and gutter and designated on-street parking areas. There are a number of parking lots throughout the parkway located near golf courses, recreational areas, athletic fields, and beaches.

The Oak Leaf Trail extends through the parkway. Other paved pedestrian paths are found in Sheridan, Bay View, and Grant Parks. These paths connect the parks to residential areas and extend between athletic fields. Earthen and stone paths are also found through the wooded portion of Grant Park. Concrete sidewalks stretch in front of residential development on streets located adjacent to the parkway. Pedestrian and vehicular access to the Oak Creek Parkway, which connects with Lake Michigan Parkway South, is located at the southern end of Grant Park at Hawthorne Avenue.

Grant Park Drive.

South Sheridan Drive with cobrahead light standards.

Earthen and stone pedestrian path in Grant Park.

(d) Buildings and structures

A number of historic buildings and structures are located within individual parks that date to either before or during the parkway's development period. The oldest resource in the parkway is the Queen Anne-inspired Grant Park Golf Course Clubhouse, which was constructed in 1892 as a private residence. The Frederick Wulff Lodge and a service building also date to Grant Park's early development period. Later development in the parkway is represented by comfort stations, picnic shelters, a pedestrian bridge, and two bathhouses. These resources are generally rustic in nature and design, and feature stone veneer, wood clapboard siding, and heavy timbering.

Mid-twentieth-century development is also represented throughout the parkway, primarily in Warnimont and Sheridan Parks. Comfort stations, picnic shelters, athletic fields, and maintenance/storage buildings were added to these parks to meet the community's recreational needs. Later twentieth-century development, such as the Warnimont Park Golf Course clubhouse and the South Shore Park fish cleaning station, represent the continued expansion of the parkway's role in the community but are considered noncontributing additions.

While the parkway continues to be modernized and new resources are added, it retains its natural setting. The original Rustic style buildings and structures clearly convey the original design intent and display a sense of the parkway's earliest development. A complete listing of the resources located within the parkway can be found in Table 4 at the end of this section.

Grant Park Golf Course clubhouse, constructed in 1892 as a residence.

Frederick C. Wulff Overnight Lodge, located in Grant Park, constructed in 1917.

South Shore Bathhouse, constructed in 1934.

Pedestrian bridge in Grant Park, constructed c.1936.

Statue of Patrick Cudahy, located in Sheridan Park, erected c.1930.

1959 comfort station located in Sheridan Park.

Service and maintenance building in Grant Park, constructed in 1955.

Warnimont Park Golf Course clubhouse, constructed in 1987.

Fish cleaning station with attached comfort station, constructed in 1987 in South Shore Park.

South Shore Park dock operator's house, constructed c.2000.

(e) Vegetation

Vegetation along the parkway is characterized by large open lawn areas, typical in areas with athletic fields; mown lawn areas with canopy trees, as seen in many picnic areas; and densely vegetated areas, including existing wooded areas that were included in the park development and others that were allowed to naturalize or fill in to reduce maintenance. Vegetation is used to create divisions between golf holes, as well as to create controlled views of park features, such as buildings and lagoons. Most of the trees within the parks were planted during development or as replacements over time. Canopy tree varieties include oaks (*Quercus sp.*), maples (*Acer sp.*), beech (*Fagus sp.*), and hickory and walnut (*Carya and Juglans sp.*); evergreens, including pines (*Pinus sp.*), spruce (*Picea sp.*), and arborvitae (*Thuja sp.*); and ornamental trees, including varieties of crabapple (*Malus sp.*) and hawthorne (*Crataegus sp.*). In wooded areas, such as the ravines of Grant Park, there are many native species of trees, shrubs, and groundcovers in undisturbed areas. The Warnimont Bluff Fens, located within Warnimont Park, are situated on steep Lake Michigan bluffs. The site supports a unique collection of fen vegetation and is believed to be the only natural community of its type in the state. The area was designated a State Natural Area in 2002.[11]

(f) Water features

Aside from Lake Michigan, the largest water feature in the parkway is a lagoon located in Sheridan Park. In the 1937 development plan for Sheridan Park, the lagoon was depicted with an island, but the island was never constructed. The lagoon is surrounded by naturalized vegetation and trees.

[11] "Warnimont Bluff Fens (No. 352)," http://dnr.wi.gov/org/land/er/sna/index.asp?SNA=352 (accessed 20 October 2011).

Grant Park Golf Course and Grant Park feature a number of small ponds, primarily located near picnic shelters and storage buildings. All of the ponds are surrounded by trees and naturalized vegetation. Another small pond is located in the middle of Warnimont Park Golf Course, adjacent to the Oak Leaf Trail. Unlike the other ponds, this body of water serves as a water hazard for a golf hole.

Sheridan Park lagoon, view facing north.

(g) Views and vistas

As in the other parkways, the roads and park features were grouped and laid out in such a way as to provide interest and constantly changing views as one moves along the parkway roads and walks. Vegetation was used to frame and filter views. The larger park areas, such as Sheridan, Warnimont, and Grant Parks, are heavily vegetated and provide only occasional views of the lake. The bluff slopes contain a variety of planted and volunteer vegetation (including invasive species) that have grown up and filled in over time, obscuring lake views but providing much needed protection from erosion. South Shore and Cupertino Parks boast sweeping vistas of Lake Michigan and arguably the best views of the Milwaukee skyline.

(h) Small-scale features

The parkway features a number of small-scale elements, including pedestrian bridges, retaining walls, stone staircases, wood signs, and lighting that give the parkway its unique character. Of these features, the WPA-constructed retaining walls and stone staircases in Grant Park provide a rustic element to the landscape. The retaining walls, some of which include benches incorporated into the wall, and the staircases are found in the wooded portion of Grant Park. Small-scale pedestrian bridges constructed c.1980 likely replaced earlier structures that crossed

small creeks and streams flowing to Lake Michigan. Public art park benches are interspersed throughout the parkway near recreational amenities.

Wood signs, designed to match other Milwaukee County parkway signage, are located in each of the parks to identify the park names and facilities. The former location of a CCC camp is also highlighted with a wood sign at the intersection of South Lake Drive and East Mallory Street in Warnimont Park.

The parkway uses a variety of light standards to illuminate parkway drives and parking lots. It appears there is no established pattern for the use of light standards between the various parks, which may represent changes and replacements over time. In Grant Park the drive is illuminated with pendant lighting, similar to the lighting found along other parkway drives. However, some parking areas in the northern part of the park are lighted with modern box lighting. In Sheridan Park, South Sheridan Drive is illuminated by cobrahead light standards to the south of Armour Avenue, and lantern-style lights between Bottsford and Armour Avenues, adjacent to residential development. The lantern-style light standards feature a four-sided lantern supported by a metal pole. South Shore Park features modern gooseneck lights in the marina parking lots and replicas of historic-style acorn lighting, also known as Milwaukee Harp lights, near the historic 1934 bathhouse. Modern box lights and teardrop lights illuminate the recently developed portions of Cupertino and Warnimont Parks.

Sign indicating the former location of a CCC camp in Sheridan Park.

Stone retaining wall with bench in Grant Park.

Stone staircase in Grant Park.

Typical Grant Park pedestrian bridge.

Pendant lights illuminate Grant Park Drive.

(4) Archaeological sites

Archaeological sites have been identified within the parkway, including campsites and villages. In addition, three Lake Michigan shipwrecks are located in the vicinity and may overlap with the historic boundary. However, these cultural resources are associated with a timeframe that predates the development of the parkway system.

(5) List of surveyed properties

A list of properties surveyed in the Lake Michigan Parkway South is presented in Table 4.

Table 4. Lake Michigan Parkway South List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Lake Michigan Parkway South	213461	c.1928	Contributing
	Grant Park		
Grant Park	208301	1910	Contributing
Grant Park Drive	217721	c.1925	Contributing
Pedestrian Bridge	147026	c.1950	Contributing
Beach Pavilion	147403	2002	Noncontributing
Shed	208321	c.2002	Noncontributing
Comfort Station with Picnic Shelter	146896	c.1930	Contributing
Picnic Shelter with Comfort Station	217461	1936	Contributing
Baseball Diamond	208341	c.1980	Noncontributing
Tennis Courts	208361	c.1960	Contributing
Baseball Diamond	208381	c.1960	Contributing
Picnic Shelter	146892	1936	Contributing
Pedestrian Bridge	208401	c.1936	Contributing
Pedestrian Bridge	208421	c.1980	Noncontributing
Pedestrian Bridge	208422	c.1980	Noncontributing
Pedestrian Bridge	208423	c.1980	Noncontributing
Pedestrian Bridge	208424	c.1980	Noncontributing
Pedestrian Bridge	208425	c.1980	Noncontributing
Pedestrian Bridge	208426	c.1980	Noncontributing
Wil-O-Way Center-Grant Park	208441	c.1975 (wading pool c.1980)	Noncontributing
Storage Building	208461	1925	Contributing
Wulff Overnight Lodge	208462	1917	Contributing
Grant Park Golf Course	208501	1920	Contributing
Clubhouse	8885	1892	Contributing
Comfort Station	208521	1955	Contributing

Table 4. Lake Michigan Parkway South List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Storage Building	208522	1958	Contributing
Pumphouse	208541	2001	Noncontributing
Storage Building	208561	1949	Contributing
Storage Building	208562	1949	Contributing
Service/Maintenance Building	208581	1955	Contributing
Storage Building (Quonset)	208601	c.1955	Contributing
Storage Shed	208621	1948	Contributing
Storage Building	208641	1949	Contributing
Storage Building	208642	1952	Contributing
Former Lifeguard Station/Storage Building	208661	c.1950	Contributing
Warnimont Park			
Warnimont Park	208681	1958	Contributing
Warnimont Park Golf Course	208701	1958	Contributing
Clubhouse	208721	1987	Noncontributing
Shooting Range	208741	c.1980	Noncontributing
Maintenance/Service Building	208781	1939	Contributing
Garage	208801	1958	Contributing
Golf Course Office	208821	c.1950	Contributing
Storage/Maintenance Building	208841	c.1958	Contributing
Comfort Station	208861	1960	Contributing
Concession Stand	208881	c.2005	Noncontributing
Kelly Senior Center	208901	c.1960	Contributing
Kelly Storage Building	208921	1974	Noncontributing
Sheridan Park			
Sheridan Park	208941	1932	Contributing
South Sheridan Drive	217741	c.1932	Contributing
Baseball Diamond	208961	c.1950	Contributing
Softball Diamond	208981	c.1950	Contributing
Patrick Cudahy Statue	208982	c.1930	Contributing
Comfort Station	208983	1959	Contributing
Bathhouse	209001	1937	Contributing
Pool	209002	1937	Contributing
Pool Concession	209021	c.1950	Contributing
Tennis Courts	209041	c.1950	Contributing
Basketball Court	209042	c.1950	Contributing

Table 4. Lake Michigan Parkway South List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Service Building	209081	1938	Contributing
Maintenance Building	209061	c.2003	Noncontributing
Service Building	209082	1955	Contributing
South Shore Park			
South Shore Park	209101	1920	Contributing
South Shore Yacht Club	209102	c.1930	Noncontributing
Dock Operator's House	209121	c.2000	Noncontributing
Boathouse	209122	c.2010	Noncontributing
Concession Building	209301	c.2000	Noncontributing
Guardhouse	209321	c.1965	Noncontributing
Concession Building	209341	c.2000	Noncontributing
Comfort Station with Fish Cleaning Station	209342	1987	Noncontributing
Marina Bait and Tackle	209361	c.1985	Noncontributing
Bathhouse/Pavilion	27657	1934	Contributing
Water Pumping Station	209381	c.1955	Contributing
Cupertino Park			
Cupertino Park	209401	1920	Contributing
Comfort Station	209421	1968	Noncontributing
MMSD Building	209441	c.2008	Noncontributing
Bay View Park			
Bay View Park	209442	c.1935	Contributing

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 1 of 8

Lake Michigan Parkway South
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 2 of 8

Lake Michigan Parkway South
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 3 of 8

Lake Michigan Parkway South
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600
Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Mead & Hunt

Oak Leaf Trail

Lake Michigan

32

Baseball Diamond
AHI# 208961

Lagoon

Picnic Area 1

Softball Diamond
AHI# 208981

Comfort Station
AHI# 208983

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Lake Michigan Parkway South

Historic Boundary Map

0 150 300 600 Feet

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Mead & Hunt

Map 5 of 8

Lake Michigan Parkway South
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Mead & Hunt

Map 6 of 8

Lake Michigan Parkway South
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600
Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 7 of 8

Lake Michigan Parkway South

Historic Boundary Map

0 150 300 600 Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 8 of 8

Lake Michigan Parkway South
Historic Boundary Map

0 150 300 600 Feet

N

Map Key

Historic Boundary | Oak Creek Parkway Boundary | Contributing | Non-Contributing

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Mead & Hunt

E. Lincoln Creek Parkway

(1) General description, historic boundary, and statement of significance

Lincoln Creek Parkway is located in the north-central portion of Milwaukee County in the city of Milwaukee. It is located at the north end of the outer loop of the parkway chain. The parkway consists of 189.5 acres of county-owned land, including Meaux Park. The parkway connects with the Milwaukee River Parkway through Lincoln Park, which is adjacent to the east side of Meaux Park. The parkway features a discontinuous curving parkway drive, flat open picnic areas, athletic fields, pockets of deciduous and coniferous trees, and naturalized vegetation.

Lincoln Creek Parkway has not formally been evaluated for National Register eligibility. The preliminary results of the reconnaissance survey and consideration of the evaluation criteria, outlined in the Milwaukee County Parkway MPD, indicates that Lincoln Creek Parkway has the potential to be eligible for listing in the National Register and should be evaluated under *Criterion A: Community Planning* and *Criterion C: Landscape Architecture.*

A preliminary historic boundary for the parkway was identified during the reconnaissance survey to include county-owned land from the intersection of West Hampton Avenue and West Lincoln Creek Drive, just west of North 60th Street in the west, to North Green Bay Avenue in the east, including Meaux Park. The boundary encompasses all public and county-owned land along Lincoln Creek (see the boundary map).

Based on the MPD, a preliminary period of significance has been defined to begin c.1930, with implementation of the parkway plan, to 1961, when the majority of the parkway amenities were constructed. A preliminary list of parkway resources identifying those that may contribute if the parkway is determined to be eligible for the National Register is included in Table 5 at the end of this section. The contributing status is based on the understanding of the age of the resource, integrity, and available historic information from the reconnaissance survey. At the time the parkway is formally evaluated for National Register listing, the preliminary historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the evaluation.

(2) Development history

The first plans for the Lincoln Creek Parkway, originally called Mud Creek, were included in the Park Commissioner's First Annual Report (1924). The parkway was intended to connect with both the Milwaukee River Parkway to the east and the Menomonee River Parkway to the west. The plan identified dense tree plantings, open spaces, and a curved parkway drive that followed the north bank of Lincoln Creek from Green Bay Road to Hampton Road. Like most of the Milwaukee County parkways, major implementation did not begin until the advent of federal funding in the 1930s.

The current parkway comprises a portion of the original plan. Land between the Menomonee River and Lincoln Creek Parkways was never acquired, leaving the original plan unfulfilled. Additionally, the parkway is narrower than originally planned with more dispersed tree plantings, and the parkway drive follows the south side of Lincoln Creek rather than the north bank. Other changes include the addition of

a concrete liner to Lincoln Creek and a series of modern pedestrian bridges throughout the parkway segment.

Meaux Park, located at the eastern edge of the parkway, was originally part of Lincoln Park, which is included within the Milwaukee River Parkway. Land acquisition for Lincoln Park by the City of Milwaukee first began in 1907, and later the park was transferred to county ownership as part of the park consolidation program. A description and history of Lincoln Park are included in section X. The portion of Lincoln Park east of Green Bay Road and a section of Lincoln Creek Parkway were officially dedicated as Meaux Park in the mid-1980s in honor of long-time County Park Supervisor William Meaux.

(3) Landscape characteristics

(a) Topography

The Lincoln Creek Parkway does not exhibit significant grade changes along its route. The majority of the parkway consists of level lawn areas adjacent to the drive falling away, often steeply, towards the creek. A c.2000 Milwaukee Metropolitan Sewerage District (MMSD) project to improve flood protection along the parkway removed sections of concrete liner and regraded the land, widening and naturalizing the creek bed to provide greater storage capacity to mitigate flooding.

(b) Land use

Lincoln Creek Parkway has many narrow sections along city streets that do not include recreational facilities. Those portions of the parkway that include a parkway drive separate from city streets provide a curvilinear roadway meant for pleasure driving and also serve as part of the Oak Leaf Trail. Meaux Park contains a variety of active and passive recreational activities, including a playground, athletic fields, and basketball courts.

(c) Circulation patterns

Circulation patterns within the parkway include a series of drives, pedestrian paths, and a railroad corridor. The parkway drive is not continuous; instead, a series of parkway drives and residential streets provide a discontinuous vehicular drive along the creek. A number of vehicular and pedestrian bridges intersect the parkway. The parkway drive segments feature two traffic lanes and curb and gutter.

A few paved and earthen pedestrian paths are located in the parkway and are generally found near street intersections, residential development, and leading up to pedestrian bridges. A paved pedestrian path is also located in Meaux Park, which doubles as part of the Oak Leaf Trail. Pedestrian sidewalks are located adjacent to residential development along West Congress Street, between North 35th Street and North 48th Street, south of the creek, and along West Lincoln Creek Drive between West 51st Boulevard and North 60th Street, south of the creek.

An active north-south oriented railroad corridor bisects the parkway near West Hampton and West 34th Street. An abandoned north-south oriented railroad corridor is also located in Meaux

Park at North 20th Street. While the railroad tracks have been removed, bridge abutments across Lincoln Creek are still extant.

West Parkway Drive near North 60th Street with teardrop lighting.

(d) Buildings and structures

Only two buildings are located within Lincoln Creek parkway, both in Meaux Park: a 1926 service building and 1971 comfort station. The service building speaks to the earliest development of the park, while the comfort station reflects a later modernization period, when the park was updated to meet community needs.

The majority of the resources in the parkway are vehicular and pedestrian bridges. Three bridges constructed during the parkway's initial development (1936-1941) feature limestone ashlar veneer with wide arched openings. In the mid-twentieth century, five additional steel bridges were added to the parkway to meet the community's vehicular needs.

In order to provide pedestrian access between residential development on either side of the parkway, a series of steel pedestrian bridges were constructed between 2000 and 2001. These bridges have little decorative ornament, except for the pedestrian bridge at North 37th Street, which features limestone veneer abutments and wingwalls. The most recent vehicular bridges that have been added to the parkway were designed to complement the historic bridges in the parkway. For example, a culvert was added to Bridge P-40-0850 c.2005. The culvert features limestone veneer to match the existing bridge and complement the original design aesthetic.

A complete list of surveyed resources within the parkway can be found in Table 5 at the end of this section.

Bridge P-40-0850, constructed in 1937 (left), and a box culvert constructed c.2005 (right), carrying North 35th Street over Lincoln Creek.

Bridge P-40-0854, 1958, carrying North 60th Street over Lincoln Creek.

Typical pedestrian bridge, of which there are four located throughout the parkway.

1926 service building in Meaux Park.

1971 comfort station in Meaux Park.

(e) Vegetation

In Meaux Park and those sections of the parkway undisturbed by the c.2000 MMSD flood control project, vegetation is characterized by areas of mown lawn with mature canopy trees typical throughout the parkway system. Varieties of oak (*Quercus sp.*), maple (*Acer sp.*), ash (*Fraxinus sp.*), hackberry (*Celtis occidentalis*), and honeylocust (*Gleditsia sp.*) are common. In the areas that were recently regraded, the landscape is characterized by areas of mown lawn and young canopy and ornamental trees interspersed along the higher elevations, and native shrubs and grasses along the creek.

(f) Water features

Lincoln Creek is the only water feature in the parkway. In 1942 city-administered WPA labor completed erosion control along Lincoln Creek by deepening and widening the channel. Laborers also added retaining walls and slabs at sewer outfalls and constructed a number of vehicular bridges. A concrete liner was applied to much of the creek within the parkway segment, most of which has been removed c.2000 as part of the MMSD flood management project.

Lincoln Creek.

(g) Views and vistas

Due to the narrowness of the parkway and the mix of residential and industrial uses along the corridor, typical scenic vistas and controlled views of natural features are not a significant feature of the parkway.

(h) Small-scale features

The parkway features a variety of small-scale elements, such as retaining walls, bridge abutments, memorials, outflow structures, lighting, and signage. The largest of these elements are the WPA-constructed retaining walls, located along the both sides of the creek bed near Glendale and Teutonia Avenues. Additionally, a c.2000 decorative concrete wall extends along both sides of West Congress Avenue.

A WPA memorial is located along the south bank of Lincoln Creek at North 50th Street. The memorial consists of a semi-circular stone wall, plaque, and concrete walkway. In Meaux Park there is a remnant of an abandoned railroad bridge that spanned Lincoln Creek. The southern abutment rests near a paved pedestrian path and soccer fields.

The parkway drive is illuminated with teardrop, acorn, and pendant lighting, which is consistent with the lighting used throughout the overall system. Pendant lighting is found along West Parkway Drive between 48th and 60th Streets, while teardrop lighting is used along West Lincoln Creek Parkway between 51st and 60th Streets. Acorn lighting (also known as Milwaukee Harp Lights) is provided along both sides of West Congress Street between 47th and 35th Streets, and was likely installed after the retaining walls were constructed c.2000.

Finally, wood signs, designed to match other county parkway signage, are located within Meaux Park and along West Parkway Drive.

WPA memorial located at North 50th Street and Lincoln Creek.

Retaining wall along the east bank of Lincoln Creek.

Meaux Park sign.

(4) Archaeological sites

A potential campsite/village has been identified adjacent to, and within, the parkway between Sherman Boulevard and 35th Street, north of the creek. This site has yet to be investigated.

(5) List of surveyed properties

A list of properties surveyed in the Lincoln Creek Parkway is presented in Table 5.

Table 5. Lincoln Creek Parkway List of Surveyed Properties

Resource Name	Resource AHI Number	Construction Date	Contributing Status
Lincoln Creek Parkway	216321	c.1930	Contributing
Lincoln Creek Parkway Drives	216341	c.1930	Contributing
Bridge No. P-40-0636	216361	1961	Contributing
Pedestrian Bridge	216362	c.2000	Noncontributing
Bridge No. P-40-0632	216381	1959	Contributing
Pedestrian Bridge	216382	c.2000	Noncontributing
Bridge No. B-40-415	216383	2001	Noncontributing
Pedestrian bridge No. B-40-0908	216401	c.2001	Noncontributing
Bridge No. P-40-0850	140762	1937	Contributing

Table 5. Lincoln Creek Parkway List of Surveyed Properties

Resource Name	Resource AHI Number	Construction Date	Contributing Status
Bridge No. B-40-0701	216421	c.2005	Noncontributing
Culvert	220002	1936	Contributing
Bridge No. B-40-0545	216441	1985	Noncontributing
Bridge No. P-40-801	216461	1961	Contributing
Utility Building	216462	c.2010	Noncontributing
Railroad Bridge	216481	c.1930	Contributing
Bridge Nos. P-40-0823 and B-40-0703	140763	1936	Contributing
Pedestrian Bridge	216501	c.2000	Noncontributing
Bridge No. P-40-0894	216502	1956	Contributing
Bridge No. B-40-0651	216503	1941	Contributing
Bridge No. P-40-0854	216521	1958	Contributing
Culvert	216442	c.2000	Noncontributing
Meaux Park	216522	1915	Contributing
Soccer Field	216541	c.1980	Noncontributing
Service Building	216542	1926	Contributing
Comfort Station	216561	1971	Noncontributing

Map 1 of 4

Lincoln Creek Parkway
Historic Boundary Map

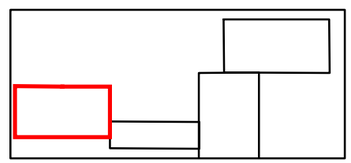
Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

N

Map Key

- Historic Boundary
- Contributing
- Milwaukee Parkway Boundary
- Non-Contributing



Mead & Hunt

West Glendale Avenue

North Sherman Boulevard

North Hopkins Street

Culvert
AHI# 220002

Lincoln Creek

Bridge
B-40-415
AHI# 216383

West Congress Street

Retaining Wall

West Congress Street

Retaining Wall

Pedestrian Bridge
B-40-0908
AHI# 216401

Outflow Structure

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 2 of 4

Lincoln Creek Parkway
Historic Boundary Map

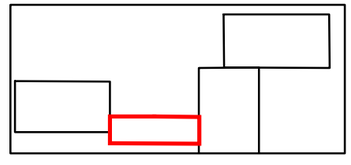
Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600
Feet

N

Map Key

- Historic Boundary
- Milwaukee Parkway Boundary
- Contributing
- Non-Contributing



Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 3 of 4

Lincoln Creek Parkway
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Milwaukee Parkway Boundary
- Contributing
- Non-Contributing

0 150 300 600 Feet

N

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Map 4 of 4

Lincoln Creek Parkway
Historic Boundary Map

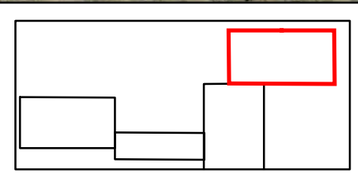
Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600
Feet

N

Map Key

- Historic Boundary
- Milwaukee Parkway Boundary
- Contributing
- Non-Contributing



Mead & Hunt

F. Menomonee River Parkway

(1) General description, historic boundary, and statement of significance

The Menomonee River Parkway is located in the city of Wauwatosa in the central portion of western Milwaukee County. It is located along the northwest portion of Milwaukee County's chain of parkways and follows the Menomonee River in a southeasterly direction.

The parkway is divided into an upper and lower segment because it is discontiguous between Harmonee Avenue and North 72nd Street. The upper segment, containing approximately 555 acres, begins at Congress Avenue in the north and terminates at Harmonee Avenue in the south. It encompasses Currie Park, Currie Park Golf Course, and Hoyt Park. This portion of the parkway features a natural setting with open picnic and recreational areas, stands of deciduous and coniferous trees, native plantings, a small lagoon, retaining walls, pedestrian bridges, and a curved parkway drive. This segment connects with the east end of the Underwood Creek Parkway. The lower segment of the parkway begins west of 70th Street and continues east to Hawley Road. This portion of the parkway contains approximately 58 acres and encompasses Jacobus Park. It features dense trees, retaining walls, pedestrian bridges, a small lagoon, and a picnic area. This segment connects with the Honey Creek Parkway and the Honey Creek Parkway Drive extends through this segment as the primary vehicular drive.

Both segments of the Menomonee River Parkway have been determined eligible for the National Register under *Criterion A: Community Planning and Development*. According to the DOEs (one prepared for each segment), the period of significance for both segments was defined to extend from 1926 with the acquisition of park land to 1955, which coincides with the 50-year cutoff rule. Due to the number of improvements and bridges constructed in the parkway in the mid-1960s, it is now recommended that the period of significance for the upper segment be extended to 1968, when the majority of the work within the parkway was completed. The period of significance for the lower segment of the Menomonee River Parkway should be extended to 1961 to meet the National Register 50-year cutoff date.

As outlined in the previous DOEs, the historic boundaries were defined to include property historically associated with the Menomonee River Parkway and owned by Milwaukee County, including associated parks and golf course. These boundaries include the river, the parkway drives, and park space along the corridor (see historic boundary maps). The upper segment extends from Hampton Avenue in the north to Harmonee Avenue in the south and includes Currie Park, the Currie Park Golf Course, and Hoyt Park. The boundary is adjacent to the Underwood Creek Parkway historic boundary just west of Hoyt Park. The lower segment extends from Charles Hart Park (located outside the boundary) to North Hawley Road and includes Jacobus Park.

A preliminary list of parkway resources is included in Table 6 at the end of this section. The contributing status is based on the previous DOE, an understanding of the age of the resource, and integrity. At the time the parkway is formally listed in the National Register, the historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the nomination.

(2) Development history

Whitnall's original 1923 vision for a county parkway system illustrated the Menomonee River Parkway connecting with the Honey Creek, Underwood Creek, and Lincoln Creek Parkways. Preliminary plans included a curvilinear drive alternating along both sides of the river and abundant plantings. While the Menomonee River Parkway connects with the Underwood Creek and Honey Creek Parkways, land was never acquired to make the connection with Lincoln Creek Parkway, and this segment of the original plan has remained unfulfilled.

(a) Upper segment

Land acquisition for the upper segment of the Menomonee River Parkway began in 1926, with additional property acquired through the 1930s. In 1935 and 1936 the county acquired more land and CCC laborers completed grading, stone and masonry work, construction of a reinforced concrete bridge at Swan Boulevard, and erection of a small stone service building/comfort station. In the mid-twentieth century, a number of bridges were added to the parkway to provide vehicular traffic over the parkway drives and pedestrian and recreational areas. Modern additions, such as the recent bridges that span the river and parkway drive, ensure the parkway system will continue to function into the twenty-first century.

Two parks are located in the upper segment of the Menomonee River Parkway: Currie Park (and its associated golf course) and Hoyt Park. The land for Currie Park was acquired by Milwaukee County in 1919, prior to the development of parkway plans, but it was eventually incorporated into the parkway system. The park originally served as Milwaukee County's first airport, but the majority of the park was converted to the Currie Park Golf Course in 1927.[12] Between 1929 and 1930, CCC workers completed the construction of a bridle path, pedestrian walks, and stonework in the park. By 1936 the park contained three miscellaneous buildings, two refectory stands, one pumphouse, three mechanical shelters, a golf clubhouse, and recreational areas. A number of improvements within the parkway occurred in the mid-1960s, including the construction of service buildings and bridges. Most recently, a dog exercise area, located in the northeast corner of the park, was established and an inflatable golf dome was added to the golf course.

Hoyt Park was acquired between 1926 and 1936 because of its strategic position in relation to the parkway system and its significant stands of shade trees. The County Park Commission's early plans for Hoyt Park included a swimming pool, bathhouse, pedestrian bridge, and stone retaining walls. The CCC also constructed a stone suspension footbridge across the river, leading from the parkway to Hoyt Park. Recent modifications to the park include the redesign of the swimming pool in 2010. Although the swimming pool is modern, Hoyt Park largely retains its original design intent.

(b) Lower segment

Development of the lower segment of the parkway began in 1932 when the connection to Honey Creek Parkway was established. CCC laborers assumed work on the project in July 1933 and

[12] The historic aviation use is documented on a Wisconsin Historic Marker that is located near the Currie Park Golf Course parking lot.

completed development efforts from the confluence of Honey Creek and Menomonee River on the west to Jacobus Park on the east. The only park located in this segment is Jacobus Park. Land for the park was originally acquired by Milwaukee County between 1910 and 1934. In 1933 CCC work throughout the parkway included grading, stone masonry work, and the construction of a footbridge near Jacobus Park to connect to an athletic area on the north side of the Menomonee River. A pavilion was added on the south bank of the Jacobus Park lagoon with work-relief funding through the Civil Works Administration (CWA) and Federal Emergency Relief Administration (FERA). Between 1935 and 1942, WPA-employed workers, under the supervision of Milwaukee's City Engineer, constructed masonry retaining walls along the Menomonee River, as part of a flood mitigation project. During the mid-twentieth century, a comfort station and storage building were constructed in the park. These later changes do not distract from the rustic nature of this parkway or its original design intent.

(3) Landscape characteristics

(a) Topography

The parkway drive through the upper segment of the parkway generally follows the river with the terrain falling away from the drive towards the river bed. The topography of Currie Park is high on the northeast and southwest sides of the park with the grade falling 40-50 feet towards the river. Currie Park was designed to take advantage of this sloping topography, resulting in an interesting and challenging golf course layout. The golf clubhouse is located on a highpoint in the park. South of Currie Park the parkway land narrows with the drive located above the meandering river. Hoyt Park is located on level area along the Menomonee River east of Swan Boulevard. Along the lower section of the Menomonee River Parkway, Honey Creek Parkway Drive follows a gently sloping terrain with the grade falling away towards the Menomonee River on the north. The wider land area of Jacobus Park on the south side of the parkway drive incorporates park facilities in the low areas adjacent to the drive and rises sharply up to Wells Avenue along the southern park property line.

Typical parkway section with residences on higher land east of the drive and land sloping down away from the drive towards the Menomonee River.

(b) Land use

The Menomonee River Parkway Drive follows a curvilinear alignment typically within close proximity of the river. The drive was meant as a pleasure drive and from Congress Street to Swan Boulevard also serves as a segment of the Oak Leaf Trail. The majority of the parkway is narrow and does not have the space to accommodate recreational facilities. Facilities in Currie Park and Hoyt Park include a golf course, dog exercise area, pool, playground, picnic areas, and soccer fields. There are residential properties along much of the eastern side of the parkway drive. In the lower segment of the parkway there is a soccer field at the southwest corner of 70th Street and Honey Creek Parkway Drive. Additional recreational facilities located in Jacobus Park include a playground, wading pool, and network of nature trails.

Trail system in Jacobus Park

(c) Circulation patterns

The circulation patterns within both segments of the Menomonee River Parkway include a parkway drive and pedestrian paths. There are two parkway drives within the parkway: in the upper segment, the Menomonee River Parkway Drive follows the east side of the Menomonee River as it meanders southeasterly; in the lower segment, Honey Creek Parkway Drive winds roughly between North 70th Street on the west and Jacobus Park on the east and follows the south bank of the Menomonee River.

Both drives feature two non-striped lanes of pavement and curb and gutter. On-street parking is permitted in designated areas. Additional parking areas are located in the golf course, parks, and near recreational fields. Sidewalks are limited to areas of adjacent residential development. A number of pedestrian bridges span the river and provide access between residential areas, recreational fields, and parks outside of the parkway boundary. Vehicular bridges also cross the parkway drives and river at numerous locations throughout the parkway.

Earthen pedestrian paths are found throughout the upper segment of the parkway and paved paths are located east of Swan Boulevard. Pedestrian bridges provide a connection over the river between residential areas and within parks. The pedestrian paths also lead to adjacent residential areas and major intersections. The Oak Leaf trail is routed through the entire parkway on either the parkway drive or paved park paths. A portion of the Oak Leaf Trail also extends between the river and the parkway drive, and terminates at Harmonee Avenue. Earthen and paved paths and

pedestrian bridges are also found within Jacobus Park and provide access from the parkway drive to surrounding residential areas.

Menomonee River Parkway Drive near Congress Avenue.

Honey Creek Parkway Drive near Jacobus Park.

(d) Buildings and structures

Numerous buildings and structures are located within the Menomonee River Parkway. In general, the majority of the vehicular bridges are located in the upper segment of the parkway. Two of the 11 vehicular bridges date to the early development of the parkway system and feature limestone ashlar veneer. Other Rustic style resources within the parkway include a comfort station, bathhouse, and suspension pedestrian bridge. These resources are unified through their use of stone, clapboard, or heavy timber construction. Mid-twentieth-century resources, such as the Currie Park Golf Course clubhouse and vehicular bridges that span the parkway, reflect the modernization of the parkway to meet postwar community needs. A complete list of the resources located in the upper segment of the Menomonee River Parkway can be found in Table 6 at the end of this section.

East North Avenue Bridge (B-40-0999), constructed in 1934.

Hoyt Park suspension bridge, constructed in 1930.

Comfort station in the upper parkway segment, constructed in 1938.

Bathhouse in Hoyt Park, constructed in 1938 with recent additions.

Currie Park Golf Course clubhouse, constructed in 1955.

1968 bridge carrying Mayfair Road (STH 100) over the Menomonee River.

While the majority of the parkway resources are located in the upper segment of the parkway, Jacobus Park features a large Rustic style pavilion. This building overlooks a small lagoon and has limestone and clapboard veneer and a limestone staircase on both side elevations. A WPA-constructed arched limestone culvert is also located in the park. Later additions to the park include a 1968 comfort station with an attached wading pool. Most recently, two vehicular bridges at North 70th and North 68th Streets were constructed across the parkway. The bridges were designed to complement the parkway and feature limestone veneer that is consistent with the existing rustic parkway architecture. A complete list of the resources found within the lower portion of the Menomonee River Parkway can be found in Table 6 at the end of this section.

Jacobus Park pavilion, constructed in 1936.

Stone culvert in Jacobus Park, constructed c.1935.

(e) Vegetation

Vegetation through the Menomonee River Parkway consists of open areas with mown lawn, mown lawn with canopy trees, and wooded or densely vegetated areas. Large masses of vegetation are used to delineate the fairways in the Currie Park Golf Course and to screen the course from adjacent uses. Wooded areas cover portions of Hoyt and Jacobus Parks. Canopy trees common throughout the parkway include both native and horticultural varieties, including

ash (*Fraxinus sp.*), white and red oaks (*Quercus sp.*), maple (*Acer sp.*), linden (*Tilia sp.*), willow (*Salix sp.*); evergreens including pines (*Pinis sp.*), and spruce, (*Picea sp.*), and arborvitae (*Thuja sp.*). Ornamental trees include varieties of crabapples (*Malus sp.*) and hawthorns (*Crataegus sp.*). Along most sections of the parkway drive the river edge is densely vegetated. These areas contain many volunteer and invasive plant species including tree of heaven (*Ailanthus altissima*), buckthorn (*Rhamnus cathartica* and *R. frangula*), wild grape vine (*Vitus sp.*), box elder (*Acer negundo*), honeysuckle (*Lonicera sp.*), Canada thistle (*Cirsium arvense*), garlic mustard (*Alliaria petiolata*), and common burdock (*Arctium minus*).

Typical picnic area in Jacobus Park with canopy trees in a mown lawn area.

(f) Water features

A number of water features are found throughout Menomonee River Parkway. In the upper segment of the parkway, the Menomonee River meanders southeasterly. In 1935 WPA laborers relocated the river channel. Additional water features within the upper segment of the parkway include a lagoon, excavated in 1930 near Burleigh Road.

Within the lower segment of the parkway the Menomonee River flows along the northern side of the parkway drive. In 1933 the WPA graded, relocated, deepened, and widened the river channel in this location. Concurrently, WPA laborers excavated a small lagoon and constructed a waterfall in Jacobus Park.[13]

[13] Portions of the river east of North Hawley Road and outside the historic boundary currently have a concrete-lined channel. The MMSD intends to remove this lining in 2012 and re-establish fishing along the river.

(g) Views and vistas

The Menomonee River Parkway Drive and Honey Creek Parkway Drive follow curvilinear alignments, producing a series of changing scenes that include park features, such as bridges and rustic buildings. The Currie Park Golf Course clubhouse is built on a high point and offers sweeping views of the surrounding landscape. Along narrower sections of the upper and lower parkway segments the river edge is densely vegetated, likely obscuring earlier views of the river and bridges.

Lagoon in upper parkway segment.

(h) Small-scale features

Both segments of the parkway feature a number of small-scale elements that give the parkway its unique character. These elements include retaining walls, bridge piers, pedestrian bridges, stone bollards, lighting, and signs. The largest of these features are the WPA-constructed retaining walls found intermittently along both segments of the parkway. A pair of stone bollards flanks the entrance to Jacobus Park from Hillside Lane. Small wood pedestrian bridges are also located in Jacobus Park. Additionally, the stone piers of an abandoned bridge are found outside of Jacobus Park within the river. These small-scale elements contribute to the rustic nature of the parkway.

The parkway is illuminated with various styles of light standards, including pendant and acorn lights. The Menomonee River Parkway Drive and the Honey Creek Parkway Drive are lined with pendant lights, which match the lighting found in other county parkways. Replica acorn light standards, also known as Milwaukee Harp lights, are used in Hoyt Park and reflect the historic nature of the park. Finally, wood signs that are consistent with signage found in other parks and parkways are located throughout the parkway and within parks, at major vehicular and pedestrian intersections.

Retaining wall along the Menomonee River, near Jacobus Park.

Former bridge piers in the lower segment of the Menomonee River Parkway.

Stone bollards welcome pedestrians in Jacobus Park.

Common signage found throughout both segments of the parkway.

(4) Archaeological sites

A number of archaeological sites have been identified within the Menomonee River Parkway, including campsites/villages and mounds associated with Native American settlement. The majority of these cultural resources have been identified in the upper segment of the parkway. These cultural resources are associated with a timeframe that predates the development of the parkway system.

(5) List of surveyed properties

A list of properties surveyed in the Menomonee River Parkway is presented in Table 6.

Table 6. Upper Segment of the Menomonee River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Date of Construction	Contributing Status
Upper Menomonee River Parkway	160841	1926	Contributing
Upper Menomonee River Parkway Drive	206161	1929	Contributing
Culvert	206281	c.1965	Contributing
Comfort Station	206301	1938	Contributing
Maintenance Building	206241	c.1965	Contributing
Bridge No. B-40-337	206181	1967	Contributing
Bridge No. B-40-336	206201	1967	Contributing
Bridge No. B-40-199	206221	2003	Noncontributing
Bridge No. B-40-335	206222	1966	Contributing
Bridge No. B-40-340	206261	1968	Contributing
Bridge No. B-40-339	206282	1968	Contributing
Bridge No. P-40-0532 (WB)	206321	1966	Contributing
Bridge No. P-40-0531 (EB)	206341	1966	Contributing
East North Avenue Bridge (Bridge No. B-40-0999)	78054	1934	Contributing
West North Avenue Bridge (Bridge No. B-40-998)	206361	1934	Contributing
Bridge No. B-40-511	206381	1978	Noncontributing
Pedestrian Bridge	206641	1997	Noncontributing
Hoyt Park			
Hoyt Park	206401	1926-1936	Contributing
Tosa Pool Bathhouse	206421	1938	Contributing
Swimming Pool	206441	2010	Noncontributing
Pedestrian Bridge	78047	1930	Contributing
Currie Park			
Currie Park	206601	1918	Contributing
Golf Course	206481	1927	Contributing
Clubhouse	206541	1955	Contributing
Dome	206562	1993	Noncontributing
Storage Shed	206581	c.1950	Contributing
Chemical Storage Building	206621	1963	Contributing

Lower Segment of the Menomonee River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Lower Menomonee River Parkway	206781	1932	Contributing
Pedestrian Bridge	206821	1997	Noncontributing
Pedestrian Bridge	206822	1997	Noncontributing
Bridge No. B-40-749	206841	2010	Noncontributing
Bridge No. B-40-499-74	206901	c.2008	Noncontributing
Utility building	206861	c.1970	Noncontributing
	Jacobus Park		
Jacobus Park	206921	1932	Contributing
Pavilion	206941	1936	Contributing
Storage Shed	206961	c.1965	Noncontributing
Culvert	206962	c.1935	Contributing
Comfort Station and Wading Pool	206981	1968	Noncontributing

Menomonee River Parkway - Upper Portion
Historic Boundary Map

Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

Contributing
Non-contributing
Historic Boundary
Underwood Parkway

0 150 300 600 900 1,200
Feet

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Menomonee River Parkway - Upper Portion
Historic Boundary Map

Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

Contributing
Non-contributing
Historic Boundary
Underwood Parkway

0 125 250 500 750 1,000
Feet

SHEET 2 OF 5

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Mead & Hunt

Menomonee River
Menomonee River Parkway Drive
West Nash Street
West Keefe Avenue
Retaining Wall
Retaining Wall
Menomonee River Parkway Drive
West Concordia Avenue
Concordia Avenue
Comfort Station AHI# 206301
Lagoon
West Auer Avenue
Bridge P-40-0532 AHI# 206321
Bridge P-40-0531 AHI# 206341
Burleigh Street

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

SHEET 3 OF 5

Menomonee River Parkway - Upper Portion

Historic Boundary Map

Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

- Contributing
- Non-contributing
- Historic Boundary
- Underwood Parkway

0 125 250 500 750 1,000 Feet

N

Mead & Hunt

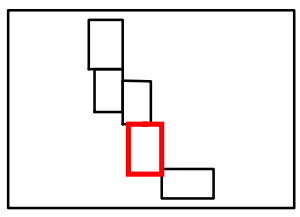
Menomonee River Parkway - Upper Portion
Historic Boundary Map

Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

Contributing
Non-contributing
Historic Boundary
Underwood Parkway

0 150 300 600 900 1,200
Feet



SHEET 4 OF 5

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

SHEET 5 OF 5

Menomonee River Parkway - Upper Portion
Historic Boundary Map

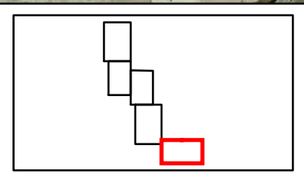
Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

- Historic Boundary
- Underwood Parkway
- Contributing
- Non-contributing

N

0 150 300 600 900 1,200 Feet



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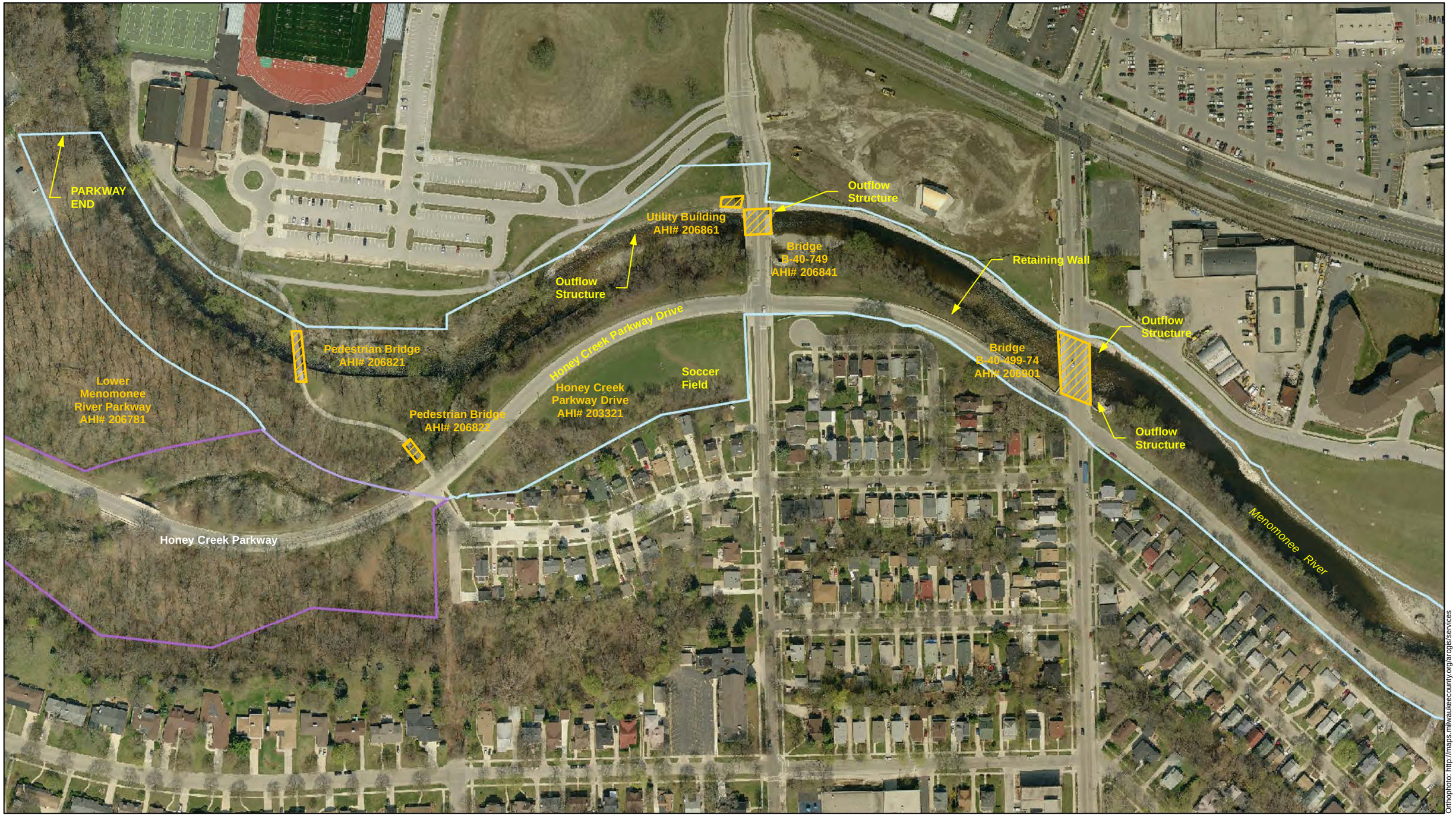


Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Menomonee River Parkway - Lower Portion
Historic Boundary Map

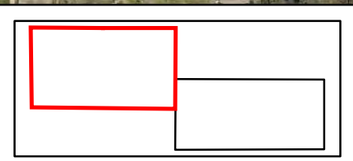
Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

- Historic Boundary
- Honey Creek Parkway
- Contributing
- Non-contributing

N

0 75 150 300 450 600 Feet



SHEET 1 OF 2

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Menomonee River Parkway - Lower Portion
Historic Boundary Map

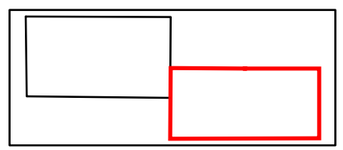
Orthophotograph: 2010
UTM Coordinates: Zone 16, NAD 27

Map Key

- Historic Boundary
- Honey Creek Parkway
- Contributing
- Non-contributing

N

0 75 150 300 450 600 Feet



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G. Milwaukee River Parkway

(1) General description, historic boundary, and statement of significance

The Milwaukee River Parkway is located along the northeast portion of the Milwaukee County chain of parkways. It is located in the cities of Glendale and Milwaukee and the villages of Whitefish Bay and Shorewood. The parkway includes 634.2 acres of county-owned land and connects Kletzsch Park, Lincoln Park, Lincoln Park Golf Course, David Schulz Aquatic Center, Henry Aaron Field, and Estabrook Park. The parkway connects with the Lincoln Creek Parkway and Meaux Park at Lincoln Park. The parkway features landscaping, retaining walls, pedestrian paths, playgrounds, picnic areas, athletic areas, deciduous and coniferous trees, and native plantings.

The parkway is listed in the National Register under *Criterion A: Community Development and Planning* and *Criterion C: Landscape Architecture*. The period of significance extends from 1927, when implementation of Estabrook Park began, to 1960, which coincides with the National Register's 50-year cutoff guideline. Several resources within the parkway predate the period of significance. This reflects the intent of the original parkway system plan to connect existing parks into the larger parkway system.

As outlined in the nomination, the historic boundary was defined to include land historically associated with the Milwaukee River Parkway, including Kletzsch Park, Lincoln Park and Golf Course, Estabrook Park, and land owned by Milwaukee County. Although the original parkway was envisioned to extend further south and the county owns parcels of land adjacent to the River in this location, the southern limit of the historic boundary terminates at East Capitol Drive (the southern edge of Estabrook Park).[14] This boundary takes into account the integrity, setting, and development of the parkway. The limits of county-owned parcels and the back edge of pavement along the drive and resources spanning the Milwaukee River were used to define the historic boundary. A list of parkway resources identifying those that are considered contributing is included in Table 7 at the end of this section. The contributing status is based on the age of the resource, integrity, and historic information gathered for the National Register nomination.

(2) Development history

The Milwaukee River Parkway was included in Whitnall's initial vision for a county parkway system. The preliminary plan included curvilinear drives and three islands in the Milwaukee River, which were not implemented as planned. While roads were constructed within each park unit, work on the Milwaukee River Parkway Drive, which links each of the three parks, post-dates much of the associated park development. The earliest acquisition for parkway land occurred in 1935-1936 for the construction of the drive between Lincoln and Kletzsch Parks. Work on this portion of the drive was completed by 1949. The northernmost portion of the drive was acquired in 1949, and the drive and a pedestrian path located at the northern boundary of Lincoln Park were finished by 1953.

The earliest implementation of the parkway plan was completed within Kletzsch, Lincoln, and Estabrook Parks. Milwaukee County acquired land for Kletzsch Park between 1918 and 1934. By 1936 the park

[14] County-owned parks located south of East Capitol Drive, including Gordon and Kern Parks, were acquired after the removal of the North Avenue dam in the mid-1990s.

included a bathhouse, Swiss chalet-style pavilion, refectory stand, and three miscellaneous buildings within its 103 acres. Moreover, Kletzsch Park offered provisions for football, baseball, ice skating and hockey, tobogganing, picnicking, horseshoes, softball, volleyball, boating, hiking, and swimming, many of which are still extant. During the 1940s and 1950s, work within Kletzsch Park, like many of the parks and parkways, was largely related to the provision of recreational facilities, such as baseball diamonds. This park has changed very little from its original design, and a c.1990 pedestrian bridge is the most recent addition.

The City of Milwaukee acquired the land for Lincoln Park (originally known as Evergreen Park) in 1907, and transferred it to Milwaukee County in 1937 as part of the park consolidation program. Early work in Lincoln Park included the 1913 construction of a concrete bridge across the Milwaukee River to connect the east and west sides of the park. During this same time, Lincoln Park Golf Course was developed by the City of Milwaukee. In 1916 six holes were laid out, and in 1917 landscaping, sand traps, and bunkers were installed within the golf course. An additional three greens were developed west of the river in 1917, with adequate landscaping and hazards to establish the course as a nine-hole golf course. Throughout the 1920s, recreational facilities were provided within Lincoln Park, including facilities for swimming and improvements to the golf course. In the 1950s work in Lincoln Park was generally related to recreational activities. This included the development of Henry Aaron Field, constructed in 1951 in the southwest corner of the park. Beginning in 1952, grading, fertilizing, seeding, and sodding started on the field. Soon after a concession building, pedestrian paths, parking areas, and Emil Blatz Pavilion were added. The David Schulz Aquatic Center, constructed in 2009, is the most recent development in the park.

Estabrook Park was acquired between 1916 and 1931. Although the park existed prior to the development of the parkway system, the County Park Commission completed topographic and preliminary layout surveys in 1924, which was later revised in 1926. According to the revised plan, improvements to the park began in 1927 and included the development of athletic fields, the drive, picnic areas, and pedestrian paths and bridges. Work-relief laborers constructed comfort stations, athletic fields, and service buildings in the park during the 1930s. During the 1940s and 1950s work in the park was largely related to maintenance and provision of recreational facilities, such as baseball diamonds, tennis courts, and comfort stations.

(3) Landscape characteristics

(a) Topography

The Milwaukee River Parkway is characterized by gently rolling terrain with the land generally sloping down to the river. The parkway drives curve through the landscape without significant change of grade connecting the larger parks. Within Kletzsch, Lincoln, and Estabrook Parks, there is significant difference in grade between the upper bluffs, which contain the majority of recreational facilities, and the steep slopes down to the river. Drives, stairs, and pedestrian bridges are used to navigate these changes connecting the upper park facilities to the river's edge. Lincoln Park Golf Course was designed to take advantage of this sloping terrain by manipulating the change in grade between holes on the course.

Pedestrian bridge spanning a vehicular drive to the Milwaukee River in Estabrook Park.

(b) Land use

The Milwaukee River Parkway is made up of stretches of parkway drive connecting Kletzsch, Lincoln, and Estabrook Parks. The majority of recreational facilities are located within these parks where larger open areas were available and activities could be separated by grade change and groupings of vegetation. Facilities include picnic and archery areas, athletic fields, tennis courts, in-line skating/extreme sports course, Frisbee golf, a dog exercise area, and accompanying service facilities. Several soccer fields are located along the parkway drive north and south of Kletzsch Park. The parkway drive was designed for pleasure driving between and through the parks. With the exception of Hampton Drive through Lincoln Park, which has been widened to accommodate heavier traffic, the original parkway character is intact.

(c) Circulation patterns

The circulation patterns within the Milwaukee River Parkway include two parkway drives, sidewalks, pedestrian and earthen paths, and a railroad corridor. The Milwaukee River Parkway Drive and Estabrook Drive provide vehicular access along the parkway. In general, the Milwaukee River Parkway Drive follows the western bank of the Milwaukee River as it flows south, passing through Kletzsch Park and terminating at West Hampton Avenue in Lincoln Park. This drive has pavement striping and curb and gutter along the majority of the parkway, except between Kletzsch and Lincoln Parks. Between West Bender Road and West Silver Spring Drive the drive includes two traffic lanes separated by a grassy median with trees. Estabrook Drive, located between Hampton Avenue on the north and East Capitol Drive on the south, has pavement striping and curb and gutter.

On-street parking is allowed in dedicated areas along the parkway drives, and parking lots are situated in the parks near athletic fields and recreational facilities. A sidewalk follows the eastern

side of the parkway drives throughout portions of the parkway. A series of paved pedestrian paths are located in the parks and along portions of the parkway drives. These paths provide access to surrounding residential development, and between recreational areas and along with the parkway drive serve as a segment of the Oak Leaf Trail

A number of vehicular bridges span the Milwaukee River and streams throughout the parkway and carry major arterial roads over or through the parkway. Smaller pedestrian bridges and tunnels are located in Estabrook Park, over creeks and under the parkway drive. Additionally, the Chicago & North Western/Union Pacific Railroad corridor bisects the parkway along an east-west axis, south of Kletzsch Park. A railroad bridge spans the parkway in this location to provide for an uninterrupted parkway drive.

Milwaukee River Parkway Drive, lined with pendant lights.

Chicago & North Western Railroad Bridge over the parkway drive, constructed c.1930.

(d) Buildings and structures

There are a number of buildings and structures found throughout the parkway. The earliest resource is the c.1844 Greek Revival Benjamin Church/Kilbourntown House, which predates any parkway development. The house was moved to Estabrook Park in 1938 by the WPA and restored as a museum. Many of the resources relating to the parkway's initial development are extant, and include comfort stations, utility buildings, athletic fields, a pavilion, bathhouse, and dam in Estabrook Park. These resources are unified through their Rustic design aesthetic and use of local materials. Mid-twentieth-century development in the parkway includes athletic fields, the Emil Blatz Pavilion, and comfort stations. These resources were designed to complement the existing parkway building and feature stone or brick veneer.

In the 1970s and 1980s a golf clubhouse, picnic shelters, tennis courts, pedestrian bridges, and storage/maintenance buildings were added to Lincoln Park, the golf course, and Estabrook Park. In the last 10 years, additions to the parkway include the 2008 Schulz Aquatic Center, c.2005 dugouts for the Henry Aaron Field, and pedestrian and vehicular bridges. These resources were designed to complement the overall parkway aesthetic and ensure that the parkway will continue to be used. A complete list of all the resources located in the parkway and parks can be found in Table 7 at the end of this section.

Benjamin Church/Kilbourntown House, c.1844, a unique resource in Estabrook Park.

Comfort station in Estabrook Park, constructed c.1937.

Kletzsch Park bathhouse, originally constructed in 1932.

Dam located in Kletzsch Park, constructed in 1933-1936.

Comfort station located in Lincoln Park Golf Course, constructed c.1952.

Emil Blatz Pavilion located in Lincoln Park and constructed in 1954.

Lincoln Park Golf Course clubhouse, constructed in 1967.

David Schulz Aquatic Center, constructed in 2008 in Lincoln Park.

(e) Vegetation

Vegetation along the length of the Milwaukee River Parkway is consistent with that of other parks and parkways and includes open lawn areas, areas of mown lawn with canopy and ornamental trees as well as areas of dense vegetative cover. Both Kletzsch and Lincoln Parks contain large wooded areas. Canopy trees throughout the parkway are of both native and horticultural varieties including ash (*Fraxinus sp.*), white and red oaks (*Quercus sp.*), maple (*Acer sp.*), linden (*Tilia*

sp.), buckeye (*Asculus sp.*), and evergreens, including pines (*Pinis sp.*), arborvitae (*Thuja sp.*), and spruce (*Picea sp.*). Ornamental trees include varieties of crabapples (*Malus sp.*) and hawthorns (*Crataegus sp.*). Vegetation within Lincoln Park Golf Course was planted to provide interest as well as separation between golf fairways. Dense wooded areas and areas of dense vegetation along the creek edge, also include "volunteer" and invasive species including tree of heaven (*Ailanthus altissima*), buckthorn (*Rhamnus cathartica* and *R. frangula*), wild grape vine (*Vitus sp.*), box elder (*Acer negundo*), honeysuckle (*Lonicera sp.*), Canada thistle (*Cirsium arvense*), garlic mustard (*Alliaria petiolata*), and common burdock (*Arctium minus*).

(f) Water features

A number of water features are found throughout the Milwaukee River Parkway. The Milwaukee River underwent a number of changes in the 1930s as part of flood control measures. Beginning in 1931-1932 it was widened and dredged. Two years later, in 1933 and 1934, a large CWA project requiring nearly 2,000 laborers relocated the Milwaukee River in Lincoln Park by excavating a new channel for flood control. At the same time, WPA laborers worked on a flood control project along the river in Estabrook Park, which involved clearing the river channel of a 1,500-foot-long rock ledge and constructing a control dam. Other water features in the parkway include a small lagoon in Estabrook Park.

Stone spillway in the Milwaukee River at Estabrook Park, constructed between 1933 and 1936.

(g) Views and vistas

The parkway was designed with the drive meandering through the landscape, providing a series of changing views of park features including lagoons, the river, and park buildings. Vegetation throughout the parkway was used to frame and filter views. Overlooks at Estabrook Park and Kletzsch Park were constructed featuring framed vistas of the river. In Lincoln Park the Emil Blatz Pavilion was built with a panoramic view of the river.

(h) Small-scale features

Small-scale features, such as retaining walls, "dragon teeth," fishing piers, lighting, and signage, help give the Milwaukee River Parkway its distinctive character. A series of concrete "dragon teeth" located north of the Estabrook dam catch debris in the river (see photo on next page). Retaining walls, constructed by WPA labor, are located throughout the parkway, including in Kletzsch and Lincoln Parks. The retaining walls were constructed of stone and lend to the rustic nature of the parkway. Other small-scale features include a c.1935 stone culvert, a c.1940 fishing pier in Lincoln Park, stone staircases, and numerous pedestrian bridges.

Wood signs that are consistent with signage found in other parks and parkways are located throughout the parkway and within parks, at major vehicular and pedestrian intersections. A CCC camp sign, which commemorates the location of the former camp site, is located at the south end of Lincoln Park. The parkway is illuminated with pendant lighting adjacent to the parkway drives and within the individual parks.

Lincoln Park fishing pier, constructed c.1940.

"Dragon Teeth" in the Milwaukee River at Estabrook Park, constructed c.1955.

Stone staircase located in Estabrook Park.

CCC camp sign located in Lincoln Park.

(4) Archaeological sites

The land adjacent to the Milwaukee River that became the Milwaukee River Parkway was utilized by Native Americans for thousands of years. Cultural resources identified in the parkway include habitation areas; raised garden beds; and earthen conical, effigy, and linear mounds. These resources are associated with timeframes outside the period of significance for the parkway.

(5) List of surveyed properties

A list of properties surveyed in the Milwaukee River Parkway is presented in Table 7.

Table 7. Milwaukee River Parkway List of Surveyed Resources

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Milwaukee River Parkway	190344	1927	Contributing
Milwaukee River Parkway Drive	190482	1949	Contributing
Chicago & North Western/Union Pacific Railroad Bridge	190861	1928	Contributing
Chicago & North Western Railroad Bridge plate girder (P-40-0541)	190906	1951	Contributing
Chicago & North Western Railroad Bridge concrete box girder	190922	c.1930	Contributing
Kletzsch Park			
Kletzsch Park	190403		Contributing
Baseball Diamond	190383	1951	Contributing

Table 7. Milwaukee River Parkway List of Surveyed Resources

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Stone Culvert	190462	c.1935	Contributing
Bathhouse	190502	1932	Contributing
Pavilion	8736	1936	Contributing
Transformer Building	190761	1936	Contributing
Storage Shed	190765	c.1965	Noncontributing
Pedestrian Bridge	190769	c.1990	Noncontributing
Baseball Diamond	190802	c.1936	Contributing
Baseball Diamond	190821	c.1936	Contributing
Baseball Diamond	190824	c.1936	Contributing
Dam	190814	1935	Contributing
Stone Culvert	190843	c.1935	Contributing
	Lincoln Park		
Lincoln Park	190942		Contributing
Service Building	191041	c.1955	Contributing
TV Tower	191064	c.2000	Noncontributing
Utility Building	191081	c.2000	Noncontributing
TV Tower	191101	c.2000	Noncontributing
Bridge (Metal)	191102	c.2000	Noncontributing
Bridge (B-40-748) carrying the Drive over the Milwaukee River	191103	2010	Noncontributing
Bridge (B-40-710) carrying the Drive over the Milwaukee River	191121	2008	Noncontributing
Fishing Pier	191122	c.1940	Contributing
Bridge (P-40-750) carrying Drive over the Milwaukee River	191141	c.2005	Noncontributing
Picnic Shelter	191142	c.1979	Noncontributing
Tennis Court	191161	c.1970	Noncontributing
Baseball Diamond (Henry Aaron Field)	191201	1951	Contributing
Concession Building (Henry Aaron Field)	191221	1951	Contributing
Announcer's Booth (Henry Aaron Field)	191241	1987	Noncontributing
Dugout (Henry Aaron Field)	191262	c.2005	Noncontributing
Dugout (Henry Aaron Field)	191282	c.2005	Noncontributing
Maintenance/Service Building	191301	c.1996	Noncontributing
Emil Blatz Pavilion	190541	1954	Contributing
Schultz Admission Building	191422	2009	Noncontributing
Schultz Bathhouse	191483	2009	Noncontributing
Schultz Swimming Pool and Water Slide	191642	2009	Noncontributing

Table 7. Milwaukee River Parkway List of Surveyed Resources

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Sculpture	191682	c.2005	Noncontributing
Lincoln Park Golf Course			
Lincoln Park Golf Course	191685		Contributing
Clubhouse	191702	1967	Noncontributing
Comfort Station	191745	c.1952	Contributing
Culvert (C-40-26-58)	191762	c.1965	Noncontributing
Storage Shed	191781	c.1965	Noncontributing
Maintenance/Storage Building	191823	c.1963	Noncontributing
Storage Shed	191827	c.1970	Noncontributing
Storage Shed	191843	c.1980	Noncontributing
Estabrook Park			
Estabrook Park	192221	1927	Contributing
Estabrook Park Drive	215161	1927	Contributing
Pedestrian Bridge	191863	c.2000	Noncontributing
Comfort Station	191883	1952	Contributing
Pedestrian Bridge	191888	c.2000	Noncontributing
Dam	191891	1933-1936	Contributing
Spillway	191895	1933-1936	Contributing
Concrete Pylons "Dragon Teeth"	191902	c.1955	Contributing
Utility Building	191923	c.1936	Contributing
Pedestrian Bridge	191948	c.2000	Noncontributing
Comfort Station	191953	c.1937	Contributing
Baseball Diamond	191965	c.1935	Contributing
Tennis Court	191983	c.1960	Contributing
Pedestrian Bridge	192003	c.1965	Noncontributing
Pedestrian Bridge	192021	c.1980	Noncontributing
Combination Comfort Station/Service Building	192024	c.1937	Contributing
Pedestrian Underpass (C-858-38)	192027	c.1940	Contributing
Comfort Station	192043	c.1938	Contributing
Pedestrian Bridge	192063	c.1970	Noncontributing
Benjamin Church House/Kilbourntown House	8835	c.1844	Contributing

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

N

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing

SHEET 1 OF 7

Mead & Hunt

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing

SHEET 2 OF 7

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing

SHEET 3 OF 7

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

N

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing

SHEET 4 OF 7

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

N

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing

SHEET 5 OF 7

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

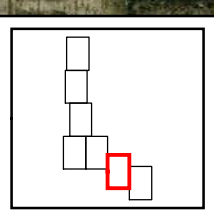
Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

N

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing



SHEET 6 OF 7

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Milwaukee River Parkway

Historic Boundary Map
Milwaukee County, Wisconsin

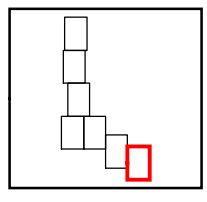
Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

N

0 150 300 600 Feet

Map Key

- Historic Boundary
- Noncontributing
- Contributing



SHEET 7 OF 7

Mead & Hunt

H. Oak Creek Parkway

(1) General description, historic boundary, and statement of significance

The Oak Creek Parkway is located within the city of South Milwaukee along the south end of the outer loop of two concentric, connected, oval-shaped chains of parkways. It consists of 178.74 acres and connects with Lake Michigan Parkway South at the southern edge of Grant Park, along Oak Creek. Features of the parkway landscape include Oak Creek, the parkway drive, pedestrian paths, a mill pond, memorial, playground, signs, retaining walls, and mix of dense vegetation along the creek with open clearings in wider areas for recreational space.

The Oak Creek Parkway is listed in the National Register under *Criterion A: Community Planning and Development* and *Criterion C: Landscape Architecture*. According to the National Register nomination, the period of significance extends from 1931, when construction of Oak Creek Parkway Drive began, to 1960, when the National Register's 50-year cutoff is approached.

As outlined in the nomination, the historic boundary includes Oak Creek, the parkway drive, and the creek corridor between Grant Park in the north and Rawson Avenue in the south (see the historic boundary map). A small portion of Oak Creek between the drive and Lake Michigan that is not adjacent to the drive was excluded from the boundary and is included as part of the Lake Michigan Parkway South. A list of parkway resources identifying those that are considered contributing is included in Table 8 at the end of this section. The contributing status is based on the age of the resource, integrity, and historic information gathered for the National Register nomination.

(2) Development history

Charles B. Whitnall included the Oak Creek Parkway in his initial study for the Milwaukee County Parkway System. The Oak Creek Parkway was envisioned to connect Grant Park, the southernmost park in Lake Michigan Parkway South, with the Root River Parkway. While the connection with the Lake Michigan Parkway South was successful, land to connect with the Root River Parkway was not acquired until recently. Plans for the first segment of the Oak Creek Parkway were adopted by the county board in 1926 and land was acquired by means of condemnation and an assessment of benefits and damages in 1930. Landowners dedicated additional land in 1932, 1934, and 1936.

In 1929 and 1930 the Milwaukee County Park Commission's planning department prepared plans for the Oak Creek Parkway, which included sketches for five limestone veneered bridges. The 1931-1932 Biennial Report included an illustrated plan for the junction of Grant Park and Oak Creek Parkway. This plan featured a curvilinear drive that alternated along the north and south sides of the creek and abundant plantings. In 1931 and 1932, Milwaukee County Department of Outdoor Relief (DOR) workers laid more than one mile of pavement, constructed concrete curb and gutter, installed storm sewers, and laid blacktop pedestrian paths. By 1936 this segment of the Oak Creek Parkway was complete. It encompassed 99.3 acres of land and featured a shelter, mill pond, ravine, dam, 1.75 miles of drive, and a bridle path.

Later improvements to the parkway included the 1943 construction of retaining walls and a 1948 footbridge. In 1949 the Park Commission added a parkway segment along Oak Creek from Rawson

Avenue to the railroad tracks west of Pennsylvania Avenue. This segment was completed in 1956. Milwaukee County continued to acquire parcels of land along Oak Creek after 1960. The majority of these parcels are discontiguous and located south of Rawson Avenue.

Informal recreational areas were developed along the parkway between 1956 and 1963. The current baseball diamond was installed north of the intersection of 15th Avenue and Beecher Street c.1980, and portable bleachers have been added to the site. Based on aerial photographs, a cluster of eight tennis courts were added to the east of the diamond c.2005. Despite the replacement of some vehicular bridges and the addition of new recreational facilities, the parkway continues to reflect its original design intent.

(3) Landscape characteristics

(a) Topography

From the south end of Grant Park west to Chicago Avenue, Oak Creek meanders through the valley floor with high bluffs on either side. The parkway drive was designed to take advantage of this existing topography as it curves through the lower elevations, creating a sense of separation from the adjacent residential and industrial land uses. In areas where the grades are steep, stone retaining walls are used to hold back the side slopes. These slopes are heavily wooded and further contribute to a feeling of enclosure. The 1929-1930 Annual Report of the Regional Planning Commission states: “a road line through the park area was located with a view of leaving natural conditions undisturbed, avoiding in particular the destruction of trees.” To the west of Chicago Avenue the topography flattens out with level areas adjacent to the parkway drive sloping down to the creek bed. Interest is created here with a curvilinear road layout.

(b) Land use

The Oak Creek Parkway was originally envisioned to be used for pleasure driving and nature hiking with recreational activities, such as ice skating and fishing, taking place at the lagoon and comfort station. Today, the western portion of the parkway contains a playground, tennis courts, and a baseball diamond. The parkway drive also doubles as a segment of the Oak Leaf Trail. Several pedestrian bridges crossing the creek provide connections to the adjacent neighborhoods.

(c) Circulation patterns

The circulation patterns in the parkway include a parkway drive, pedestrian paths, and a railroad corridor. The Oak Creek Parkway Drive generally follows Oak Creek and conforms with the natural topography of the creek, occasionally crossing the creek as it meanders northwest from Lake Michigan. The drive is a two-lane road that is un-striped but has curb and gutter. On-street parking is allowed in marked areas along the drive. No separate parking lots are located within the parkway.

A sidewalk runs along the north side of the drive and paved and earthen pedestrian paths are located throughout the parkway, typically located near street intersections, playgrounds, residential development, and pedestrian bridges. Vehicular roads also intersect the parkway drive. A railroad corridor bisects the parkway drive near 11th Street. A vehicular and pedestrian

intersection with Lake Michigan Parkway South is also located at the eastern edge of the parkway.

Oak Creek Parkway Drive and an adjacent retaining wall.

Railroad bridge over the parkway drive and creek, constructed in 1890 with alterations c.1935.

(d) Buildings and structures

There are a number of buildings and structures located throughout Oak Creek Parkway. Two of the four buildings date to the development of the parkway: a shelter/warming house with

limestone veneer and a clapboard-sided storage building. These resources were the only extant buildings in the parkway until the early 2000s, when two additional clapboard utility buildings were added.

The majority of the resources in the parkway are vehicular and pedestrian bridges. Two c.1930 arch bridges with limestone veneer and two c.1945 timber pedestrian bridges reflect the design aesthetic of the parkway when it was being developed. Beginning in 1991, six additional vehicular bridges were added to the parkway, replacing bridges from the period of parkway development. These bridges were designed to complement the historic structures and feature limestone veneer and simple railings.

A complete list of the resources can be found in Table 8 at the end of this section.

Bridge P-40-0740, constructed c.1931, carries 6th Street over Oak Creek. The dam is visible in the background.

Shelter/warming house near the mill pond, constructed c.1930.

Pedestrian bridge, c.1945, over Oak Creek.

Utility building constructed in 2000.

Bridge B-40-0672, constructed in 2002, carries 16th Street over Oak Creek.

(e) Vegetation

A large variety of native and horticultural species of canopy and ornamental trees are within the Oak Creek Parkway. These include white oak (*Quercus alba*), red oak (*Quercus rubra*), birch (*Betula sp.*), maple (*Acer sp.*), cottonwood (*Populus sp.*), walnut (*Juglans nigra*), tree of heaven (*Ailanthus altissima*), basswood, linden (*Tilia sp.*), hawthorne (*Crataegus sp.*), and crabapple (*Malus sp.*), among others. Evergreens (*Pinus sp., Picea sp.*, and *Thuja sp.*) were also planted

throughout the parkway. The character of the vegetation along the parkway, especially on the wooded slopes and adjacent to the creek bed, has likely changed as evidenced by the presence of dense undergrowth and many invasive species. "Volunteer" and invasive plants identified include dames rocket (*Hesperis matronalis*), wild grape vine (*Vitex sp.*), garlic mustard (*Alliaria petiolata*), buckthorn (*Rhamnus cathartica* and *R. frangula*), box elder (*Acer negundo*), honeysuckle (*Lonicera sp.*), and common burdock (*Arctium minus*).

(f) Water features

Two water features are located in the parkway: Oak Creek and a mill pond. Oak Creek meanders through the parkway to Lake Michigan. In 1943 WPA-funded labor completed erosion control along Oak Creek by adding retaining walls and widening and deepening the creek channel.

The mill pond is the largest body of water in the parkway. It predates the implementation of the parkway, as early settlers formed the pond in the 1840s by damming it to power a grist and saw mill. However, the pond was incorporated into plans for the parkway and reshaped and expanded. The c.1930 shelter/warming house is located along the south bank of the pond. A WPA-constructed dam, which replaced the nineteenth-century structure, is located at the east side of the mill pond near 6th Street.

Mill Pond.

(g) Views and vistas

The Oak Creek Parkway was originally designed to provide a series of changing views and vistas as one moved along the drive. The road alignment and carefully placed vegetation enhanced views of picturesque structures, such as bridges and buildings, as well as the water features. As vegetation has filled in, many of the earlier planned views and vistas along the parkway have been obstructed.

Earlier views of the creek and dam are no longer visible from bridge P-40-0740.

(h) Small-scale features

Smaller scale features such as signage, lighting, retaining walls, stone benches, and an abandoned bridge abutment are unique elements found within the parkway. Concrete and limestone retaining walls line Oak Creek and the parkway drive at intermittent locations throughout the parkway. One of the WPA-constructed retaining walls, located along the north side of the drive near 3rd Street, features a stone bench and stairway. Former bridge abutments are located at Pine Street, just north of the southern terminus of the parkway.

The parkway and parkway drive are illuminated by pendant lighting. These pendant lights are consistent with other light standards in the overall Milwaukee County parkway system. Wood signs, also designed to match other county parkway signs, are located at major intersections within the parkway.

Retaining wall with stone bench.

Former bridge abutment at Pine Street.

(4) Archaeological sites

A number of cultural resources have been previously identified in Oak Creek Parkway. A historical marker, located along Mill Road at the mill pond dam, identifies the location as the site of the first industry leading to the settlement of the Town of Oak Creek. As a result, there is a potential for historic archaeological remains near this original settlement site.

Within the remainder of the parkway, archaeological sites that have been identified indicate the presence of habitation and ceremonial sites in the vicinity of the current parkway. These resources are associated with timeframes outside the period of significance for the parkway.

(5) List of surveyed properties

A list of properties surveyed in the Oak Creek Parkway is presented in Table 8.

Table 8. Oak Creek Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Oak Creek Parkway	157541	c.1931	Contributing
Oak Creek Parkway Drive	157542	1931	Contributing
Pedestrian Bridge	149541	c.1945	Contributing
Pedestrian Bridge	149542	c.1945	Contributing
Bridge No. B-40-0672	152941	2002	Noncontributing
Bridge No. P-40-0571 (Railroad Bridge)	146881	1890; c.1935	Contributing
Bridge No. B-40-0601	149484	c.1992	Noncontributing
Bridge No. B-40-521-81	152942	2002	Noncontributing
Bridge No. B-40-0026	149545	2008	Noncontributing
Bridge No. B-40-0714	149544	1999	Noncontributing
Bridge No. P-40-0936	149483	1931	Contributing
Bridge No. P-40-0740	149482	1931	Contributing
Bridge No. B-40-0218	149543	2002	Noncontributing
Dam	157521	1931	Contributing
Storage Building	149481	c.1930	Contributing
Shelter/Warming House	146930	c.1930	Contributing
Utility Building	152943	2002	Noncontributing
Utility Building	149546	2000	Noncontributing
Baseball Diamond	207021	c.1980	Noncontributing
Tennis court	207041	c.2005	Noncontributing
Monument	219963	c.1980	Noncontributing

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

SHEET 1 OF 3

Oak Creek Parkway

Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-Contributing

N

0 150 300 600 Feet

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

SHEET 2 OF 3

Oak Creek Parkway

Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-Contributing

N

0 150 300 600 Feet

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

SHEET 3 OF 3

Oak Creek Parkway

Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-Contributing

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0 150 300 600 Feet

Mead & Hunt

I. Root River Parkway

(1) General description, historic boundary, and statement of significance

The Root River Parkway is located along the southwestern portion of the county parkway system, in the villages of Hales Corners and Greendale and the cities of Franklin and Greenfield. The parkway contains approximately 1,090 acres of county-owned land and encompasses Whitnall Park, the Boerner Botanical Gardens and Arboretum, Whitnall Golf Course, and Wehr Nature Center. Although it was originally intended to connect to the Underwood Creek Parkway at Greenfield Park and the Oak Creek Parkway, it does not connect to any parkways in the system. Features of the parkway include the river, landscaping, earthen and pedestrian paths, bridges, lagoons, modern playgrounds, picnic areas, a concrete drainage canal, signage, and lighting.

The Root River Parkway is listed in the National Register under *Criterion A: Community Planning and Development* and *Criterion C: Landscape Architecture.* The parkway's period of significance extends from 1931, when implementation of Whitnall Park Golf Course began, to 1960, which coincides with the National Register's 50-year cutoff guideline.

The parkway's historic boundary is comprised of county-owned land along the Root River roughly between West Layton Avenue on the north/west and South 76th Street on the south/east, and includes the river, parkway drive, Whitnall Park, Boerner Botanical Gardens and Arboretum, Whitnall Golf Course, Wehr Nature Center, and county-owned park space along the corridor (see historic boundary map). Although the Root River and the parkway drive extend beyond these boundaries, these portions are not included within the parkway boundary because they lack the distinctive features that define the overall parkway system aesthetic or a contiguous connection. Greenfield Park, initially intended to connect the Root River and Underwood Creek Parkways, is considered a standalone park and discussed in the following report section. A list of parkway resources identifying those that are considered contributing is included in Table 9 at the end of this section. The contributing status is based on the age of the resource, integrity, and historic information gathered for the National Register nomination.

(2) Development history

Charles B. Whitnall's tentative 1923 study for the Milwaukee County Parkway System illustrated the planned site of the Root River Parkway within the context of a series of parkways in metropolitan Milwaukee. Although part of the broader county-wide plan from the earliest iteration, plans for the Root River Parkway were not published until 1928, with land acquisition for the first segment of the parkway, extending south from Greenfield Park to Oklahoma Avenue, occurring the following year. The Root River Parkway was designed to connect the Underwood Creek Parkway in the north, via Greenfield Park, with Whitnall Park and the Oak Creek Parkway in the south. However, this plan was not realized and the parkway's connection to the other parkways was never completed.

Additional parkway land was donated by citizens and business between 1932 and 1934. In 1937 the Village of Greendale transferred 534 acres to the county, which included the southern half of the parkway segment. While the first section of the parkway was acquired in 1929, it was not until the county provided work-relief funding that any substantial development began. The initial implementation of the parkway

landscape consisted of grading and planting the river banks, widening and deepening sections of the waterway, and adding retaining walls. These efforts were undertaken by the Milwaukee Department of Outdoor Relief (DOR). In 1935 the CCC planted more than 500 trees and graded the roadway along the river.

Work on the parkway and associated parks continued through the 1940s and primarily involved drainage and roadway work. By 1959 additional recreational facilities had been installed, including archery ranges, badminton courts, a baseball practice field, bridle paths, and outdoor fireplaces. Between 1960 and 1980, two additional bridges were constructed within the parkway. The most recent changes to the parkway include the replacement of three vehicular bridges and addition of new athletic fields.

Whitnall Park and its associated golf course, Boerner Botanical Gardens, and the Wehr Nature Center are located within the parkway. The county acquired land for Whitnall Park between 1929 and 1933, and by 1936 it encompassed 612 acres. Much of the land was historically farmland, including farmstead structures that were incorporated into the design of the park and parkway. Whitnall Park was first mentioned in the 1931-1932 Biennial Report. Starting in 1933, CCC laborers erected bridges and planted hundreds of trees and shrubs. By 1936 Whitnall Park featured a baseball diamond, four horseshoe courts, a picnic station, and skating area. In the 1950s, ancillary buildings were added and the drive was graded. In the 1990s two additional bridges were constructed within the park.

The Whitnall Golf Course was one of the first implemented components within the larger Whitnall Park landscape; it opened to golfers in 1932. Using WPA labor, a clubhouse was constructed in 1936. Notable upgrades to the golf course occurred between 1954 and 1955 when the first and tenth tees were reconstructed, the road was graded, and a new comfort station was built. More recently, a service garage was constructed (c.1960).

A unique amenity within the parkway landscape, not found within any other parkway in the system, is the Boerner Botanical Gardens and Arboretum. Alfred Boerner, a landscape architect for the County, designed Whitnall Park, including the gardens and arboretum. Between 1935 and 1941 the WPA constructed the administration building for the gardens; planned and developed the rock garden, which was converted from an extant farmstead gravel pit; installed a sprinkler system; laid a storm sewer; constructed a sub-basement for the pump installation; and constructed the parking area. The original garden featured annual, perennial, rock, rose, and peony gardens. Subsequent additions in the 1950s included new gardens and a shelter. In 2002 a new educational center building and admissions booth opened to the public.

The most recent addition to the parkway landscape is the Wehr Nature Center, which was established by the county in the 1970s and 1980s. The nature center includes Mallard Lake, wildlife habitats, pedestrian trails, interpretive signage, a visitor and education center, and an outdoor amphitheater.[15]

[15] Mallard Lake is also referred to as Whitnall Lake.

(3) Landscape characteristics

(a) Topography

The Root River Parkway traverses land that ranges from gently sloping to hilly topography. Level areas along the parkway accommodate picnic areas, athletic fields and play grounds. The land generally slopes down from the drive to the river. Within Whitnall Park the rolling terrain was used as an advantage in the layout of the golf course and botanical gardens. Extensive grading was done during the construction of the park, such as creating the lagoons and using excavated material to enhance the already rolling terrain.

(b) Land use

The Root River Parkway was designed as a pleasure drive along the Root River, which continues through Whitnall Park. Both the park and parkway contain many recreational facilities, including picnic areas, athletic fields, playgrounds, and trails. In addition, special facilities with regional significance are located in Whitnall Park, including the Whitnall Golf Course, Wehr Nature Center, and Arboretum and Boerner Botanical Gardens. There are also nature trails through Wehr Nature Center and other wooded areas of Whitnall Park.

(c) Circulation patterns

The circulation pattern throughout the Root River Parkway includes parkway drives (Whitnall Park Drive and the South Root River Parkway) and pedestrian paths. The Nature Center Drive, providing access to Wehr Nature Center, was established when the nature center was constructed in the 1970s. The parkway drives are generally paved, with curb and gutter, no center line, and on-street parking. However, a portion of the parkway drive, between Layton Avenue on the north and South 96th Street on the east, does not have curb and gutter. Separate dedicated parking lots are located near picnic areas and at the Boerner Botanical Garden, Whitnall Golf Course, Mallard Lake scenic overlook, and the Wehr Nature Center. There are no concrete sidewalks within the parkway.

Paved and earthen pedestrian paths are located throughout the parkway. Paved paths generally connect parking areas to recreational amenities, such as playgrounds, athletic fields, and picnic shelters. A series of formal paths are located in the Boerner Botanical Gardens between individual resources and gardens. Earthen paths are located throughout the Wehr Nature Center, between buildings and providing access to Mallard Lake.

Root River Parkway Drive.

(d) Buildings and structures

A number of resources are located throughout the Root River Parkway and its associated parks. Within the parks there are a few resources that predate the parkway development. Two barns, located in Whitnall Park and the Whitnall Golf Course, reflect the early agricultural history of the area. However, the majority of resources found within the parkway landscape and individual parks date to the development of the parkway system and are unified through their rustic design aesthetic. Extant historic bridges and culverts feature stone veneer and arched openings and picnic shelters have wood frame construction and wood siding. More recent bridges, constructed from the mid-twentieth century through the present, complement the early design aesthetic and feature similar railings and/or stone veneer.

The parkway is not without modern additions that have been added to meet community needs. These resources include comfort stations, a shelter house, and maintenance buildings. Like the other mid-to-late twentieth century resources, these buildings were designed to complement the historic rustic parkway aesthetic. The Wehr Nature Center, constructed c.1974, and its associated storage buildings reflect the design aesthetic of the mid-to-late twentieth century, and feature wood siding. While the buildings associated with the nature center are more modern in design compared to other resources found within the parkway, the use of wood and stone siding materials and a low profile help the buildings blend into their natural surroundings. A complete list of resources in the parkway can be found in Table 9 at the end of this section.

Gambrel roof barn (c.1900) in Whitnall Golf Course.

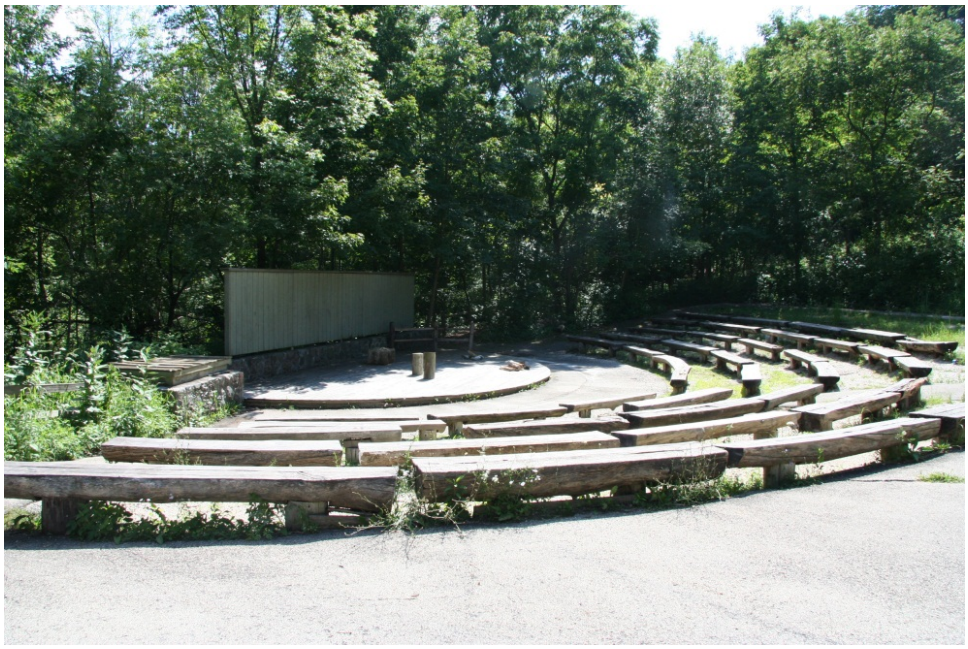
1933 bridge over Whitnall Creek.

Garden House in Boerner Botanical Gardens, constructed c.1935.

Whitnall Golf Course clubhouse, constructed in 1936.

Whitnall Golf Course comfort station, constructed c.1940.

Wehr Nature Center education and visitors building, constructed c.1974.



Wehr Nature Center amphitheater, constructed c.1980.

Bridge (c.2000) over Whitnall Creek.

2002 Education and Visitor's Center at Boerner Botanical Gardens.

(e) Vegetation

The vegetation in the Root River Parkway is similar to that of other parkways, including areas of open mown lawn, mown land with canopy trees, and wooded areas with many of the same varieties including oak (*Quercus sp.*), ash (*Fraxinus sp.*), maple (*Acer sp.*), hickory (*Carya sp.*), and evergreens, including spruce (*Picea sp.*), hemlock (*Tsuga sp.*), pine (*Pinus sp.*), fir (*Abies sp.*), and arborvitae (*Thuja sp.*). Dense vegetation in wooded areas and transition areas include many volunteer and invasive species, especially buckthorn (*Rhamnus sp.*) and garlic mustard (*Allaria petiolata*). In addition, there are special tree collections in Whitnall Park, including a maple-ash collection, evergreen collection, oak collection, nut collection, and an extensive collection of crabapples. At the Wehr Nature Center, plants native to the region are featured with an oak savannah and restored prairie. In Boerner Botanical Gardens, collections of plants are displayed in formal and informal gardens intended as an educational facility to teach visitors how to use plants hardy in Wisconsin in a garden setting.

A section of the crabapple collection along the Root River Parkway.

(f) Water features

A number of water features are located throughout the parkway, including the river, four lagoons, Mallard Lake, and Tess Corners Creek, which flows through the lake. In 1933 and 1935, the river was dredged and a portion of the channel was relocated by CCC laborers. CCC laborers also created the 15-acre Mallard Lake, the largest body of water in the parkway, by damming the river. The reinforced concrete dam is faced with limestone and located at the north end of the lake.

Mallard Lake.

Dam at Mallard Lake.

(g) Views and vistas

The Root River Parkway Drive meanders through the landscape past lagoons, tree groupings, and other park features, such as rustic structures and waterfalls, creating views of scenery that changes with the seasons. Boerner Botanical Garden is located on high ground in the northeast corner of Whitnall Park and was designed with sweeping vistas of the park from the rose garden and the shrub mall overlook. The golf course clubhouse is situated on high ground with a view of Mallard Lake below. Many of the earlier planned views and vistas in the park have been obscured by vegetation that has filled in and could be recovered with careful editing.

(h) Small-scale features

The Root River Parkway has a number of small-scale features that enhance the character of the parkway, including a stone fireplace, retaining walls, shelters, lighting, and signage. A stone fireplace, located near the gambrel roof barn in Whitnall Park, is a remnant of the landscape's early agricultural history. In Whitnall Golf Course, small wood shelters with wood benches provide golfers with resting stations and protection from rain. Sculptures, stone pools, and a rock garden are located in the Boerner Botanical Gardens.

Wood signage is located throughout the parkway at major intersections and within picnic areas. These signs are designed to match existing signage in the county parkway system. Pendant lighting lines the parkway drive and illuminates the parks. These wood light standards are consistent with lighting found throughout the overall parkway system.

Reflecting pool and sculpture in the Boerner Botanical Gardens.

Stone fireplace near the barn in Whitnall Park.

Wood shelter in Whitnall Golf Course.

Wood signage for a picnic area.

(4) Archaeological sites

The area adjacent to the Root River that became the Root River Parkway was utilized by Native Americans for thousands of years. Previously identified archaeological sites include habitation areas, burial sites, and villages. All of the previously identified archaeological resources are associated with timeframes that are outside the period of significance for the parkway.

(5) List of surveyed properties

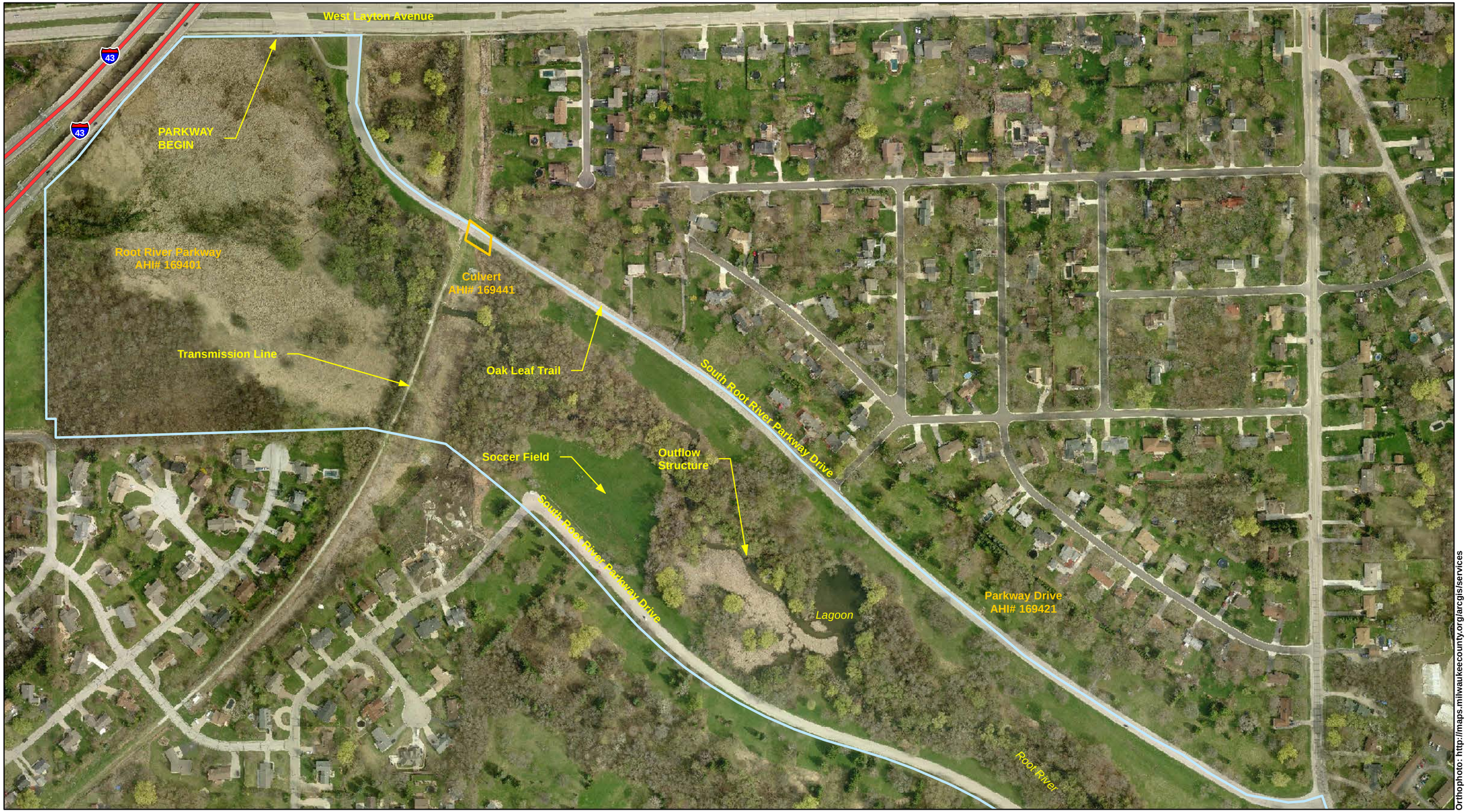
A list of properties surveyed in the Root River Parkway is presented in Table 9.

Table 9. Root River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Root River Parkway	169401	c.1931	Contributing
Root River Parkway Drive	169421	c.1931	Contributing
Picnic Shelter with Comfort Station	169501	c.1950	Contributing
Pedestrian Bridge	169521	c.1990	Noncontributing
Volleyball Court	169522	c.1990	Noncontributing
Volleyball Court	169621	c.2000	Noncontributing
Picnic Shelter with Comfort Station	169622	c.1940	Contributing
Picnic Shelter with Comfort Station	169601	c.1950	Contributing
Culvert carrying Parkway Drive	169441	c.1937	Contributing
West Forest Home Avenue Bridge (Bridge No. B-40-159)	169461	c.1963	Noncontributing
Bridge No. P-40-566	169481	1935	Contributing
Bridge No. B-40-604	169541	1991	Noncontributing
Bridge carrying South Root River Parkway Drive over Root River	169561	c.1937	Contributing
Bridge No. B-40-519	169581	1979	Noncontributing
Culvert over the Parkway Drive	169582	c.1937	Contributing
Culvert carrying Parkway Drive (near intersection with South 76th Street)	169602	c.1937	Contributing
Bridge No. B-40-717	169603	2006	Noncontributing
Bridge No. B-40-031	169641	c.2000	Noncontributing
Bridge carrying Parkway Drive (south of Parkview Drive)	219944	c.1935	Contributing
Whitnall Park			
Whitnall Park	169722	1933	Contributing
Bridge No. B-40-594	169681	1990	Noncontributing
Bridge No. B-40-650	169661	c.1994	Noncontributing
Bridge No. P-40-721	169701	c.1934	Contributing
Bridge No. P-40-713	169721	c.1934	Contributing
Bridge No. P-40-565	169741	1933	Contributing
Bridge No. P-40-564	169742	1933	Contributing
Bridge carrying Whitnall Park Drive (north of West College Avenue)	169761	1933	Contributing
Bridge carrying Whitnall Park Drive (near Picnic Areas 8&6)	169781	c.1934	Contributing

Table 9. Root River Parkway List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Dam	207841	c.1933	Contributing
Picnic Shelter in Picnic Area 8	169801	c.1940	Contributing
Gambrel barn	169821	c.1900	Contributing
Silo	169822	c.1900	Contributing
Storage shed	169841	c.1900	Contributing
Brick fireplace	169842	c.1900	Contributing
Boerner Botanical Gardens and Arboretum			
Boerner Botanical Gardens and Arboretum	169861	1933	Contributing
CCC Repair Shop	169881	c.1933	Contributing
Service Building	169901	c.1936	Contributing
Education and Visitor Center	169902	2002	Noncontributing
Admissions Booth	169903	c.2000	Noncontributing
Garden House/Administration Building	169904	c.1935	Contributing
Statue of a Boy	169921	c.1936	Contributing
Statue of a Girl	169922	c.1936	Contributing
Statue - Mother with Her Children	169923	c.1936	Contributing
Gazebo	126933	c.1935	Contributing
Shelter House with Restroom Facilities	169924	c.1950	Contributing
Boerner Pergola	126929	c.1935	Contributing
Wehr Nature Center			
Wehr Nature Center Education and Visitor Center	169926	c.1974	Noncontributing
Wehr Outdoor Amphitheater	169927	c.1980	Noncontributing
Storage Shed	169928	c.1980	Noncontributing
Storage Shed	169941	c.1980	Noncontributing
Storage Shed	169942	c.1980	Noncontributing
Bird Blind	169945	c.1980	Noncontributing
Storage Building	169943	c.1980	Noncontributing
Whitnall Golf Course			
Whitnall Golf Course	169946	1931	Contributing
Service/Maintenance Building	169961	1933	Contributing
Service Garage	169981	c.1960	Contributing
Clubhouse	169982	1936	Contributing
Gambrel Barn	170001	c.1900	Contributing
Comfort Station	207821	c.1940	Contributing



Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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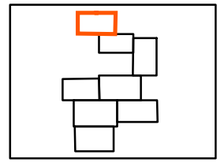
Feet

Map Key

- Historic Boundary
- Contributing
- Non-Contributing



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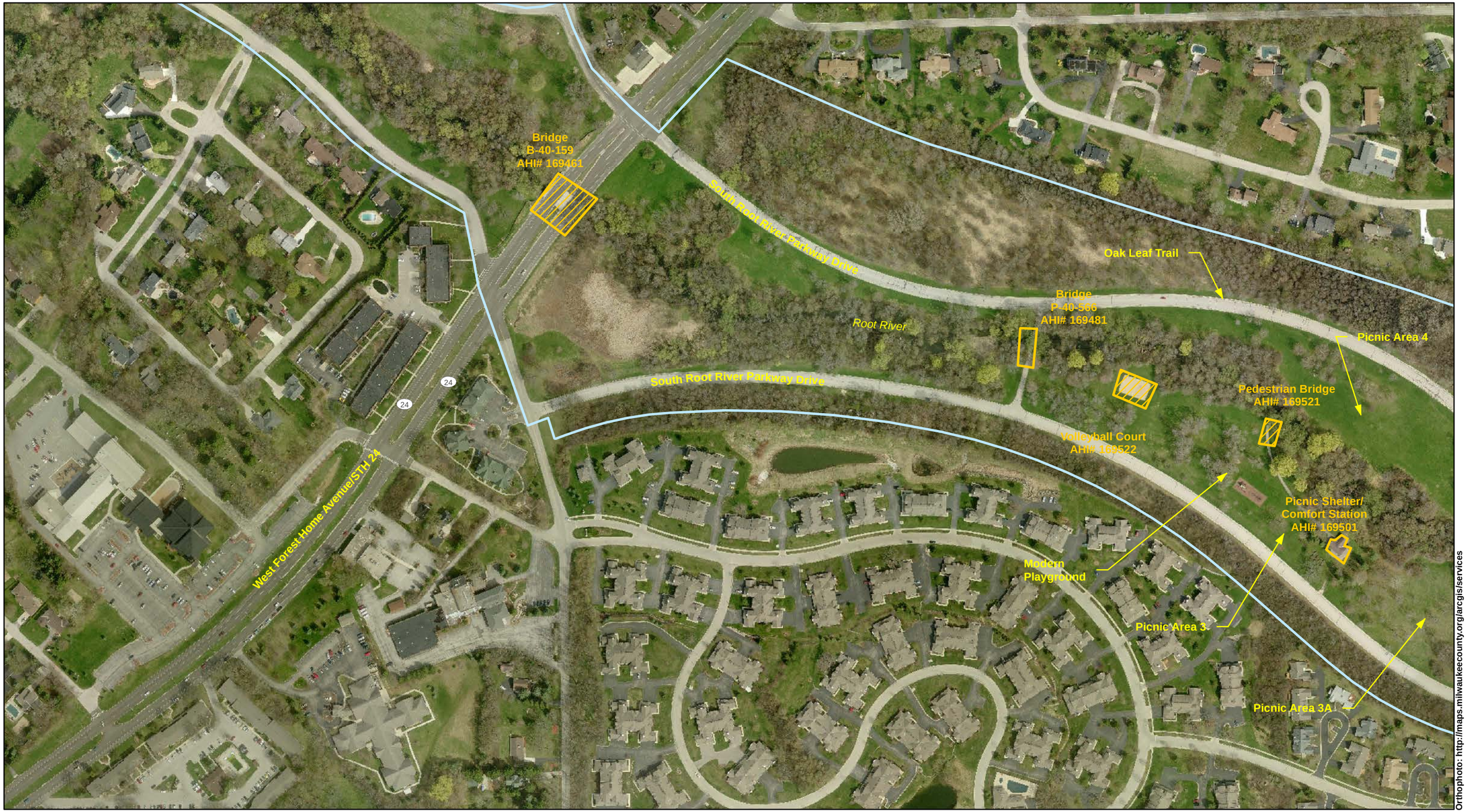

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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Map Key

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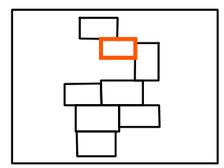

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Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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Feet

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Map Key

Historic Boundary
Contributing
Non-Contributing

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Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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Map Key

- Historic Boundary
- Contributing
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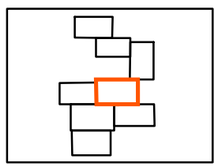

Map 4 of 8

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Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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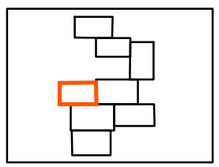
Map Key

- Historic Boundary
- Contributing
- Non-Contributing



Map 5 of 8

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Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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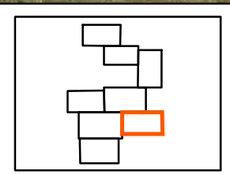
Feet

Map Key

- Historic Boundary
- Contributing
- Non-Contributing



Map 6 of 8

Mead & Hunt

West College Avenue

Bridge
P-40-721
AHI# 169701

Bridge
B-40-650
AHI# 169661

Nature Center Drive

Whitnall Park Road

South 92nd Street

Dam
AHI# 207841

Overlook

Visitor and
Education Center
SHI# 169926

Storage Sheds
1 - AHI# 169928
2 - AHI# 169941
3 - AHI# 169942

Mallard Lake

Outdoor
Amphitheater
AHI# 169927

Wehr Nature Center
AHI# 169925

Bird Blind
AHI# 169945

Parking
Lot

Clubhouse
AHI# 169982

Storage Building
AHI# 169943

Whitnall
Golf Course
AHI# 169946

45

45

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

N

0 150 300 600
Feet

Map Key

Historic Boundary

Contributing

Non-Contributing

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Root River Parkway
Historic Boundary Map

Orthophoto: 2009
UTM Coordinates: Zone 16, Nad 27

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Feet

Map Key

Historic Boundary
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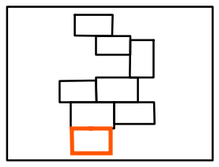

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J. Underwood Creek Parkway

(1) General description, historic boundary, and statement of significance

The Underwood Creek Parkway is approximately three miles long and located in the city of Wauwatosa, in the central portion of western Milwaukee County. The parkway was included as part of Whitnall's initial county parkway plan along the western portion of the chain of parkways. It consists of 205.27 acres and encompasses Hansen Golf Course. The northeast portion of the parkway land adjoins the Menomonee River Parkway and is accessible by a pedestrian path and vehicular road. In general, the parkway has gently rolling hills and some flat, open, low-lying areas adjacent to the parkway drive. It features a curved drive, pond, and areas of dense plantings with deciduous and coniferous trees.

The Underwood Creek Parkway has been determined eligible for the National Register under *Criterion A: Community Planning and Development*. According to the DOE, the period of significance begins in 1935 with the acquisition of land and initial improvement projects and extends to 1955, when the parkway's historic-age features were completed. As outlined in the DOE, the historic boundary was defined to include property historically associated with the Underwood Creek Parkway and owned by Milwaukee County. This boundary includes Underwood Creek, the parkway drive, and park space along the creek corridor. A small portion of the parkway located between Fairview Avenue West and Rainbow Park was excluded from the historic boundary. This portion of the drive is separated from the other sections by several industrial and residential blocks, and it is not clearly identified or marked as part of the parkway, nor does it contain historic parkway elements.

A preliminary list of parkway resources is included in Table 10 at the end of this section. The contributing status is based on the previous DOE, an understanding of the age of the resource, and integrity. At the time the parkway is formally listed in the National Register, the historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the nomination.

(2) Development history

Initial parkway plans were developed by landscape architect Phelps Wyman in 1925 and published in the county's annual report. The plans for the parkway followed the creek from its junction with the Menomonee River southwesterly to Greenfield Park. Land for the parkway was not acquired until 1935 and 1936. In 1935 the Milwaukee County Park Commission acquired the strip of land following Underwood Creek, between Mayfair Road (STH 100) on the west and Swan Boulevard on the east. The CCC began improvements, which included grading, installing storm sewers, and constructing masonry retaining walls in areas with irregular topography. A small stone combination building that includes a service building and shelter was also erected.

Hansen Golf Course, which is operated by Milwaukee County, was established in the parkway in 1952. The course is located on the north side of the parkway drive east of the Zoo Freeway (US 45) and is bounded by the Canadian Pacific Railroad line on the north. A modern clubhouse was constructed in 1954. The county acquired additional parkway land in 1950, 1953, and 1955. In the 1970s the back nine holes of the golf course were developed. At this same time, a maintenance area and pedestrian bridge were constructed in the northern portion of the golf course.

Although the Underwood Creek Parkway has been altered with the mid-century addition of the Hansen Golf Course and introduction of modern overpass bridges, the parkway is still able to convey its original history as a component within the overall system of parkways. The major features that contribute to the overall significance of the site, including the creek, parkway drive, and natural setting, are still present.

(3) Landscape characteristics

(a) Topography

The topography of the Underwood Creek Parkway is represented by both fairly flat segments and areas of rolling hills. The parkway drive begins on the west at Swan Boulevard curving through level terrain. At Hanson Golf Course the drive begins to travel up a steep hill. Both the parkway drive and Hanson Golf Course were designed to take advantage of this hilly terrain. Changes in the drive alignment through the changing topography provide interest and a sense of being in a natural setting. The topography levels out as the parkway drive picks up again at the intersection of 115th Street and continues west with residential properties to the south of the drive. The narrow swath of park land north of the drive slopes down to the concrete-lined creek channel.

(b) Land use

Underwood Creek Parkway was intended as a pleasure drive connecting with other portions of the parkway system. Today the drive also doubles as a segment of the Oak Leaf Trail. The addition of the Hanson Golf Course and golf practice area within the historic parkway boundary provided additional active recreational opportunities. County land adjacent to and outside the historic parkway boundary has recently been sold, resulting in the addition of an MMSD floodwater management basin, community garden, the Wisconsin Lutheran College athletic fields, and a proposed Department of Natural Resources (DNR) forestry education center.

(c) Circulation patterns

The circulation pattern for the parkway includes a discontinuous parkway drive, railroad corridor, and pedestrian paths. Underwood Creek Parkway Drive extends in a curvilinear manner along a portion of Underwood Creek between North Swan Boulevard on the east and West Watertown Plank Road on the southwest and between North 115th Street and West Bluemound Road. Along both segments, the drive is two lanes with no center striping. In general, there is no curb and gutter except between the Zoo Freeway (US 45) and Swan Boulevard. Sidewalks are limited to areas of the parkway adjacent to residential development. Parking is allowed along the parkway drive, the golf course has a dedicated parking lot.

Two railroads bisect the parkway. The Canadian Pacific Railroad extends along the northern portion of the parkway boundary and passes through Hansen Golf Course. A pedestrian and golf cart tunnel under the railroad provides access to tees for holes 10 and 11. The Chicago & North Western Railroad extends along a north-south axis over the parkway just west of STH 100. A number of vehicular roads span the parkway, providing for an uninterrupted parkway drive.

There are few earthen and paved pedestrian paths throughout the parkway, but those that exist generally link the parkway to adjacent residential development. A portion of the county-wide Oak Leaf Trail crosses through the parkway between Watertown Plank Road and 115th Street.

Underwood Creek Parkway adjacent to Hansen Golf Course.

Underwood Creek Parkway near Bluemound Road.

Pedestrian and golf cart tunnel (c.1979) beneath the Canadian Pacific Railroad.

Chicago & North Western Railroad corridor spans the parkway.

(d) Buildings and structures

A number of buildings and structures are located within the parkway. The earliest extant resource that dates to the parkway's development is a 1940 comfort station, located southwest of Hansen Golf Course. The Rustic style comfort station has a limestone veneer and wood timbering. In the mid-twentieth century, the Hanson Golf Course clubhouse was constructed in a modern design aesthetic. A number of storage sheds and maintenance buildings were also

constructed within the golf course landscape at this time. The most recent additions to the parkway include a series of highway bridges that span the parkway drive. These bridges were constructed between 1962 and 1976 and feature common mid-to-late century highway bridge designs. A complete list of resources can be found in Table 10 at the end of this section.

Comfort station, constructed in 1940.

Hansen Golf Course clubhouse, constructed in 1954.

Hansen Golf Course maintenance building (c.1965).

Bridge carrying 115th Street over Underwood Creek, constructed in 1976.

(e) Vegetation

Vegetation along the length of the parkway is consistent with that of other parks and parkways and includes open lawn areas, areas of mown lawn with canopy and ornamental trees, and areas of dense vegetative cover. The canopy trees throughout the parkway are of both native and horticultural varieties, including ash (*Fraxinus sp.*), white and red oaks (*Quercus sp.*), maple (*Acer sp.*), linden (*Tilia sp.*), willow (*Salix sp.*), pines (*Pinis sp.*), and spruce (*Picea sp.*).

Ornamental trees include varieties of crabapples (*Malus sp.*) and hawthorns (*Crataegus sp.*). Vegetation within the golf course was planted to provide interest as well as separation between golf fairways. A native prairie planting was added along the north edge of the drive on the slope above the golf course. Dense wooded areas and areas of dense vegetation along the creek edge also include "volunteer" and invasive species, including tree of heaven (*Ailanthus altissima*), buckthorn (*Rhamnus cathartica* and *R. frangula*), wild grape vine (*Vitus sp.*), box elder (*Acer negundo*), honeysuckle (*Lonicera sp.*), Canada thistle (*Cirsium arvense*), garlic mustard (*Alliaria petiolata*), and common burdock (*Arctium minus*).

Typical vegetation along Underwood Creek Parkway Drive.

(f) Water features

Few water features are present in Underwood Creek Parkway. The most prominent is Underwood Creek, which flows through the parkway. During the 1960s the creek was altered with the installation of a concrete liner and the realignment of the natural path of the creek to create a linear corridor. Along the parkway west of 115th Avenue, the creek was also relocated south of the Canadian Pacific Railroad. Portions of the concrete lining were removed c.2007 as part of an MMSD project. A service drive and trash rack were installed at that time. The second water feature in the parkway is a small pond/water hazard located in Hansen Golf Course.

The concrete-lined Underwood Creek.

(g) Views and vistas

As the parkway drive traverses the landscape, views and vistas are created by changes in sight lines along the curvilinear roadway, combined with changing grades and strategically located vegetation. Sweeping views of the golf course can be seen from a high point along the parkway drive. Underwood Creek cannot be seen from the roadway, but is an attractive feature in the golf course landscape.

View of the Hanson Golf Course over the prairie planting.

(h) Small-scale elements

Underwood Creek Parkway features a variety of small-scale elements such as golf cart bridges, wood signage, and lighting. The most numerous features are a series of small, wood golf cart bridges that span the pond in Hansen Golf Course and provide cart access to the holes. Other elements include a series of wood signs located at major intersections of the parkway. These signs are designed to match other parkway signage. Additionally, pendant lighting illuminates the parkway drive. These pendant lights are consistent with parkway lighting found throughout the system.

Pedestrian and golf cart bridges in Hansen Golf Course.

Underwood Parkway sign located at Swan Boulevard welcomes visitors.

(4) Archaeological sites

Archaeological sites have been identified in Underwood Creek Parkway that are related to Native American settlement. These previously identified cultural resources predate the development of the parkway.

(5) List of surveyed properties

A list of properties surveyed in the Underwood Creek Parkway is presented in Table 10.

Table 10. Underwood Creek Parkway List of Surveyed Resources

Resource	Resource AHI No.	Construction Date	Contributing Status
Underwood Creek Parkway	205061	1935	Contributing
Underwood Creek Parkway Drive	205081	1935	Contributing
MMSD Building	205101	c.1970	Noncontributing
Bridge No. P-40-0770	205121	1976	Noncontributing
Truss RR Bridge	205141	1910	Contributing
Bridge No. B-40-470-72	205161	1972	Noncontributing
Bridge No. B-40-0471	205181	1972	Noncontributing
Bridge No. B-40-0457	205201	1976	Noncontributing
Comfort Station	205221	1940	Contributing
Bridge No. B-40-0136 SB	205241	1962	Noncontributing
Bridge No. B-40-0135 NB	205261	1962	Noncontributing

Table 10. Underwood Creek Parkway List of Surveyed Resources

Resource	Resource AHI No.	Construction Date	Contributing Status
Hansen Golf Course			
Hansen Golf Course	205281	1952/1979	Contributing
Clubhouse	205301	1954	Contributing
Storage Building	205321	c.1950	Contributing
Maintenance Shed	205341	c.1950	Contributing
Maintenance Building	205361	2000	Noncontributing
Maintenance Building	205381	c.1965	Noncontributing
Shed	205401	c.1950	Contributing
Shed	212381	c.1950	Contributing
Tunnel	205421	c.1979	Noncontributing

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Underwood Creek Parkway
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

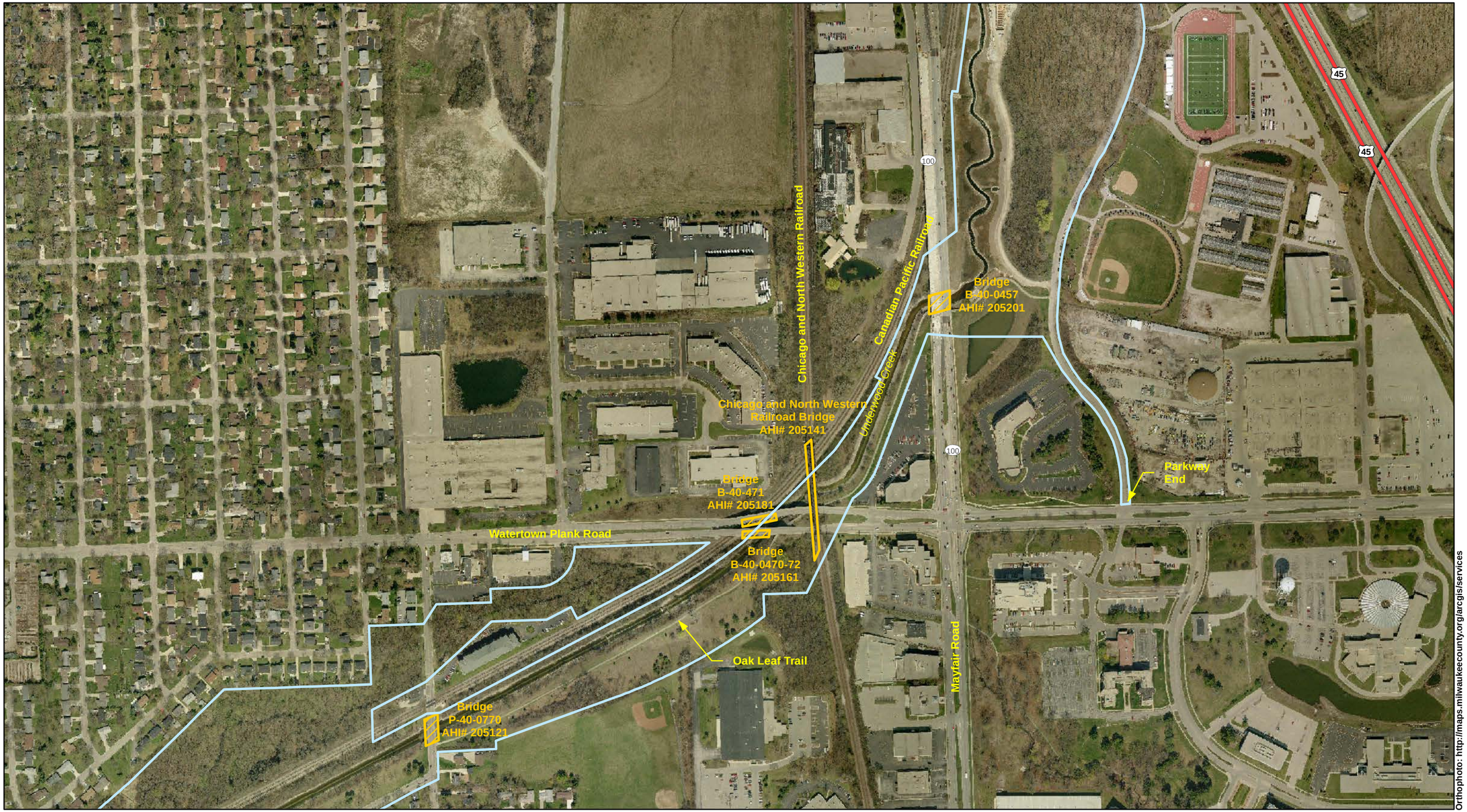
- Historic Boundary
- Contributing
- Menomonee River Parkway Boundary
- Non-Contributing

N

0 150 300 600
Feet

Map1 of 3

Mead & Hunt



Underwood Creek Parkway
Historic Boundary Map

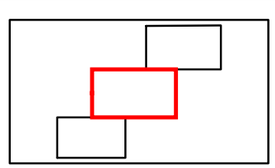
Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Menomonee River Parkway Boundary
- Non-Contributing

N

0 150 300 600 Feet



Map2 of 3

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Underwood Creek Parkway
Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Menomonee River Parkway Boundary
- Non-Contributing

N

0 150 300 600 Feet

Map3 of 3

Mead & Hunt

K. Greenfield Park

(1) General description, historic boundary, and statement of significance

Greenfield Park is located at the far western edge of Milwaukee County in the city of West Allis. It was included in Whitnall's preliminary parkway plan as the northern terminus of the Root River Parkway and the link between the Root River Parkway and Underwood Creek Parkway. The park contains 298.32 acres and features a golf course, ponds and a lagoon, pool, picnic areas, and deciduous and coniferous stands of trees.

Greenfield Park has not formally been evaluated for National Register eligibility. The preliminary results of the reconnaissance survey and consideration of the evaluation criteria, outlined in the Milwaukee County Parkway MPD, indicates that the park has the potential to be eligible for listing in the National Register and should be evaluated under *Criterion A: Community Planning* and *Criterion C: Landscape Architecture.*

A preliminary historic boundary for the park was identified during the reconnaissance survey to include county-owned land bounded by West Greenfield Avenue in the north, South 116th Street in the east, West Lincoln Avenue in the south, and South 124th Street (the Milwaukee County line) in the west (see the boundary map). The boundary juts out at the southwest corner to include a bridge historically associated with the park.

Based on the MPD, a preliminary period of significance has been defined to begin in 1921, when land for the park was acquired, and end in 1968, when the majority of the park resources were in place. A preliminary list of parkway resources identifying those that may contribute if the park is determined to be eligible for the National Register is included in Table 11 at the end of this section. The contributing status is based on the understanding of the age of the resource, integrity, and available historic information from the reconnaissance survey. At the time the park is formally evaluated for National Register listing, the preliminary historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the evaluation.

(2) Development history

Greenfield Park was initially planned as a park unit link between the Root River and Underwood Creek Parkways, as depicted in Whitnall's preliminary 1923 parkway plan. Land for Greenfield Park was purchased by the county in 1921 and implementation of the park started in 1926. A development plan for Greenfield Park and Golf Course was approved by the Milwaukee County Park Commission in 1931 and published in the county's 1931-1932 biennial report. Designed by George Hansen in 1923, an 18-hole golf course with a clubhouse was located along the northern half of the park. The original clubhouse was a farm house that had been remodeled for its new public function. The southern extent of the park was well wooded in 1926, and development efforts in this area included equipping the parkland with picnic and recreational facilities.

By 1936 Greenfield Park encompassed 278 acres and included a concrete swimming pool, bathhouse, service buildings, six comfort stations, two warming basins, and two lagoons. Moreover, the park had

recreational facilities for baseball, horseshoes, boating, swimming, ice hockey and skating, golf, and picnicking. In the 1960s comfort stations and athletic fields were added to the park. Subsequent changes were made in 1997, when the county rebuilt the swimming pool and constructed a concession stand, changing room, and chemical storage building.

Greenfield Park is considered a standalone park within the context of the Milwaukee County Parkway System due to the fact that it does not have a direct link to the Underwood Creek or Root River Parkways. Although the Root River Parkway Drive extends south from the park, it does not tie into the overall Root River Parkway. This segment was determined to lack the distinctive features that define the overall parkway system aesthetic.

(3) Landscape characteristics

(a) Topography

Greenfield Park is characterized by rolling topography, which was used skillfully in the layout of the parks features. The golf course on the north half of the park was designed to take advantage of this hilly terrain. The features in the south half of the park are placed on natural or graded level areas, which are separated by changes in topography.

Rolling topography in Greenfield Golf Course.

(b) Land use

Greenfield Park has many active recreational facilities, including an 18-hole golf course, athletic fields, a water park, playgrounds, and the Oak Leaf Trail. Passive recreational resources include the many picnic areas throughout the park and nature trails through the large wooded area in the southeast quadrant. The park drive between 116th and 124th Streets follows the edge of the lagoon and connects to parking lots serving the many park activities. A scenic drive through the wooded portion of Greenfield Park that had served both vehicular traffic and as a segment of the

Oak Leaf Trail was modified recently to eliminate access to vehicular traffic. The original connection from West Lincoln Avenue now ends at a parking lot.

(c) Circulation patterns

The park circulation pattern includes drives, pedestrian paths, a railroad corridor, and recreational trail. Three partial vehicular drives are located within the park and golf course. A driveway extends south from West Greenfield Avenue to the golf course parking lot. This road then continues south as a service road to the maintenance facility in the south half of the park. South Drive extends from West Lincoln Avenue north through the lower half of the park, providing access to the parking lot near Picnic Areas 3A and 3B. Park Drive runs in an east-west orientation along the north side of the lagoon, providing access to the lagoon, swimming pool, and maintenance facility. These park drives are two-lane, non-striped roads with curb and gutter. A number of large parking lots are located within the park and golf course landscape, including near the swimming pool, picnic shelters, and golf course clubhouse.

Although there are no sidewalks along the drives, Greenfield Park has a series of paved pedestrian paths throughout the park, providing access between the surrounding residential development and athletic fields, ringing the lagoon, and connecting the golf course holes. The Oak Leaf Trail winds in a circular manner throughout the park and makes a connection with the New Berlin Recreational Trail at South 124th Street, on the park's west boundary. A paved pedestrian trail also extends north from the parking lot along West Lincoln Avenue to the swimming pool facility. Two railroad corridors bisect the center of the park along an east-west axis. One of the abandoned tracks is used as the Oak Creek Trail.

Intersection of Park Drive and West Rogers Street in the park.

Former railroad line (c.1920), currently used as part of the Oak Leaf Trail.

(d) Buildings and structures

A number of buildings and structures are located throughout the park. The earliest resources date to the initial development of the park and include a comfort station/service building, bathhouse, clubhouse, and two bridges. The comfort station/service building and bathhouse feature limestone veneer. A subsequent addition to the bathhouse was designed with limestone veneer to complement the original design aesthetic. The Greenfield Park Golf Course clubhouse, constructed in 1936, features brick veneer and Classical Revival details. Two c.1930 vehicular bridges are also located in the park: one carries West Lincoln Avenue over a small stream near the southwest corner of the park, and the other carries Park Drive over the lagoon outflow at the east end of the lagoon. Both bridges feature limestone veneer and arched openings.

In the mid-twentieth century, four comfort stations were constructed in the park and a number of storage, maintenance, and recreational buildings were moved into the park. These additions were provided to meet the community's park needs and generally reflect mid-century design aesthetics.

In the mid-1990s, the swimming pool was updated and new changing rooms, a concession stand, and storage building were constructed. The buildings were designed to complement the historic bathhouse and feature gable roofs, decorative clapboard in the gable ends, and stone veneer. The most recent additions to the park include a picnic shelter and storage building on the golf course and a metal maintenance building in the park service yard. A complete list of resources can be found in Table 11 at the end of this section.

Service building with attached comfort station (not visible), constructed c.1935.

Pavilion constructed in 1936 (with later additions).

Greenfield Park Golf Course clubhouse, constructed in 1936.

Limestone bridge carrying Park Drive over the lagoon outflow, constructed c.1930.

Greenfield Park Golf Course comfort station, constructed in 1957.

Picnic Shelter with attached comfort station, constructed in 1968.

Pool concession stand and changing rooms, constructed in 1997.

(e) Vegetation

Vegetation in Greenfield Park consists of open lawn areas, areas of mown lawn with canopy trees, a wooded area that predates park development, and areas of dense vegetative growth. Large stands of evergreens and deciduous trees along the outside boundaries of Greenfield Park are used to effectively screen the park activities from busy streets and adjacent uses outside the park. Groups of vegetation are also used to separate various park activities and the holes on the golf course.

The canopy trees in Greenfield Park are of both native and horticultural varieties, including ash (*Fraxinus sp.*), white and red oaks (*Quercus sp.*), maple (*Acer sp.*), linden (*Tilia sp.*), hackberry (*Celtis occidentalis*), walnut (*Juglans sp.*), hickory (*Carya sp.*), willow (*Salix sp.*), pines (*Pinis sp.*), arborvitae (*Thuja sp.*), and spruce (*Picea sp.*). Ornamental trees include varieties of crabapple (*Malus sp.*) and hawthorn (*Crataegus sp.*). Some areas have also filled in with invasive species such as buckthorn (*Rhamnus sp.*) and honeysuckle (*Lonicera sp.*).

Birch set against evergreen backdrop in the southwest corner of the park.

(f) Water features

Water features in Greenfield Park include ponds and a lagoon. The largest feature is the lagoon, located near the pavilion and just south of the former railroad corridor. The lagoon, which was depicted on the 1931 plan for the park, was constructed with WPA labor and features a series of small islands. A small WPA-constructed waterfall, located at the lagoon's outflow point near the vehicular drive at the lagoon's east end, empties into a small pond. Two small ponds, which were also included in the 1931 plan for the park, are located to the south of the swimming pool. The ponds are surrounded by dense trees. Another pond is located on the east side of the golf course.

Greenfield Park lagoon, with the pavilion in the background.

Waterfall located on the west side of the lagoon.

(g) Views and vistas

Views into Greenfield Park are controlled by the use of dense vegetation around much of the park's perimeter with occasional openings, particularly at park entrances. Within the park this serves to effectively create a feeling of separation from the outside. Vegetation was also used to frame and filter views of park features as one moved through the park. Both the curvilinear layout

of the park roads and the changing topography were used to create changing scenes and views of the various park facilities.

(h) Small-scale features

The park has a variety of small-scale elements, such as picnic areas, signage, and lighting. A number of picnic areas with associated shelters and wood benches are found throughout the park and provide a resting place for visitors. Wood signs mark the individual picnic areas and are located at the intersections of the drive with major roadways. These signs are consistent in design with signage located in the system's other parks and parkways.

Unlike other parkways, the park drive is not illuminated. However, lantern-style light standards are found in the parking lots nearest the swimming pool. Pedestrian paths near the lagoon are illuminated with modern box lights.

Greenfield Park picnic area.

Park signage.

(4) Archaeological sites

No archaeological sites have been previously identified in the park.

(5) List of surveyed properties

A list of properties surveyed in Greenfield Park is presented in Table 11.

Table 11. Greenfield Park List of Surveyed Resources

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Greenfield Park	205601	c.1921	Contributing
Maintenance Building	205481	c.2010	Noncontributing
Comfort Station with Attached Service Building	205501	c.1935	Contributing
Storage Building	205521	c.1940 (moved to location)	Contributing
Storage Building	205541	c.1940 (moved to location)	Contributing
Storage Building (quonset)	205561	1958 (moved to location)	Contributing
Shed	205581	c.1950 (moved to location)	Contributing
Baseball diamond	205621	c.1960	Contributing
Picnic Shelter with Comfort Station	205641	1968	Contributing
Greenfield Park Day Camp Building	205661	c.1950	Contributing
Greenfield Park Day Camp Building	205681	c.1950	Contributing
Shed	205682	c.1940 (moved to location)	Contributing

Table 11. Greenfield Park List of Surveyed Resources

Resource Name	Resource AHI No.	Construction Date	Contributing Status
Pavilion	205701	1936	Contributing
Swimming Pool	205721	1997	Noncontributing
Concession Stand and Changing Room	205741	1997	Noncontributing
Chemical Storage	205761	1994	Noncontributing
Bridge over Greenfield Park Lagoon Outflow	205781	c.1930	Contributing
Comfort Station with picnic area	205782	1968	Contributing
Bridge carrying Lincoln Ave near West 124th Street	205801	c.1930	Contributing
Former RR Bridge	205902	c.1920	Contributing
RR Bridge	205921	1913	Contributing
Greenfield Park Golf Course			
Greenfield Park Golf Course	205821	1923	Contributing
Golf Comfort Building	205841	1960	Contributing
Clubhouse	205861	1936	Contributing
Shed	205881	c.2010	Noncontributing
Picnic Shelter	205901	c.2000	Noncontributing
Comfort Station	205922	1957	Contributing
MMSD Building	205941	c.1980	Noncontributing

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Greenfield Park

Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-Contributing

N

0 150 300 600 Feet

Mead & Hunt

Orthophoto: http://maps.milwaukeecounty.org/arcgis/services

Greenfield Park

Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Historic Boundary
- Contributing
- Non-Contributing

N

0 150 300 600 Feet

Mead & Hunt

L. McCarty Park

(1) General description, historic boundary, and statement of significance

McCarty Park is located in the City of West Allis at the southwestern corner of the parkway system's inner loop. Initially planned as part of the Honey Creek Parkway near its intersection with the Kinnickinnic River Parkway, McCarty Park is addressed as a standalone park within the county parkway system. The park consists of 54.35 acres and features open picnic areas, athletic fields, a lagoon, and public swimming pool.

McCarty Park has not formally been evaluated for National Register eligibility. The preliminary results of the reconnaissance survey and consideration of the evaluation criteria, outlined in the Milwaukee County Parkway MPD, indicate that McCarty Park has the potential to be eligible for listing in the National Register and should be evaluated under *Criterion A: Community Planning* and *Criterion C: Landscape Architecture.*

A preliminary historic boundary for the parkway was identified during the reconnaissance survey to follow the perimeter of the park along West Arthur Avenue on the north, South 78th Street on the east, West Beloit Road on the south, and South 82nd Street on the west (see the boundary map). The boundary includes the parking lot and service building bounded by South 84th Street to the west, West Cleveland Avenue to the south, the park to the east, and residential development to the north.

Based on the MPD, a preliminary period of significance has been defined to begin in 1944, when land for the park was acquired and implementation of the park plan began, and end in 1961, when the majority of parkway elements were in place. A preliminary list of parkway resources identifying those that may contribute if the parkway is determined to be eligible for the National Register is included in Table 12 at the end of this section. The contributing status is based on the understanding of the age of the resource, integrity, and available historic information from the reconnaissance survey. At the time the parkway is formally evaluated for National Register listing, the preliminary historic boundary and list of contributing and noncontributing resources should be evaluated and adjusted as needed to support the evaluation.

(2) Development history

McCarty Park, previously known as the Eckel Tract, was acquired by the county in 1944 from the City of West Allis, and additional acreage was added in 1949 and 1950. Initial development of McCarty Park began in 1945. The park was originally intended to be included within the Honey Creek Parkway. However, the parkway was not fully implemented south of I-94 and only a small portion of the parkway was developed directly south of the park.

Between 1945 and 1950 McCarty Park was landscaped, ball fields were laid out, and walks were constructed. From 1955 to 1960 the county erected additional resources within the park. The largest addition was the McCarty Park bathhouse and swimming pool, which was constructed near the lagoon and located at the northeast corner of the park. Fred Zerkel Field was also developed at this time. Minor modifications, including the addition of an announcer's booth for Fred Zerkel Field and a restroom facility for the swimming pool, have been made more recently.

(3) Landscape characteristics

(a) Topography

McCarty Park is characterized by level terrain suitable to the many recreational facilities located in the park. The land near the lagoon and concrete lined creek channel slopes gently towards these water features. The portion of the park east of the channel along 78th Street sits on a rise about 10 feet higher than the west side of the park. A steep mound exists on the north end of the park between West Arthur Avenue and the lagoon and was likely built as a sled hill.

(b) Land use

McCarty Park has many active and passive recreational facilities serving both the immediate neighborhood and the region. Fred Zerkel Field and the other ball diamonds in the park are heavily used by leagues in the metropolitan area. Additionally, the park includes a pool, playgrounds, basketball and tennis courts, and several picnic areas. The channelized creek accommodates stormwater runoff during heavy rains.

(c) Circulation patterns

The circulation patterns within McCarty Park include a series of paved pedestrian paths. These winding paths provide access to the surrounding residential development and the athletic fields. The paved Oak Leaf Trail also winds through the park and a sidewalk extends around the perimeter. There is no parkway drive through McCarty Park; however, a small segment of the West Honey Creek Parkway extends south of the park at West Beloit Road. A large parking lot is located near the service building to the west of the athletic fields.

(d) Buildings and structures

Unlike other parks and parkways within the system, the majority of the resources within McCarty Park reflect a mid-twentieth-century design aesthetic. The largest building is the c.1955 McCarty Park pavilion, which features horizontal lines, brick veneer, and bands of windows. A service building and comfort station, constructed around the same time as the pavilion, features brick veneer and mid-century details, such as canted wall supports and decorative recessed brickwork. A steel girder pedestrian bridge spanning Honey Creek also dates to the mid-twentieth-century development of the park. More recent additions to the pavilion and swimming pool are not compatible with existing resources. A complete list of surveyed resources can be found in Table 12 at the end of this section.

McCarty Park pavilion, constructed c.1955.

Comfort station, constructed in 1950 (with recent second story addition).

Pedestrian bridge, c.1955, located over Honey Creek.

Park service building constructed in 1961.

Fred Zerkel Field, constructed c.1960.

(e) Vegetation

The vegetation in McCarty Park includes large open mown areas used for athletic facilities and mown lawn areas with canopy trees, primarily around the perimeter of the park and lagoon and in the picnic areas on the north and east sides of the park. Canopy tree species include honeylocust (*Gleditsia sp.*), ash (*Fraxinus sp.*), maple (*Acer sp.*), oak, (*Quercus sp.*) and some beech (*Fagus sp.*). A variety of ornamental crabapples (Malus sp.) and hawthorns (*crataegus sp.*) as well as evergreens (*Picea sp., Thuja sp.,* and *Juniper sp.*) are also present and provide screening between the park and residential and service areas.

(f) Water features

The park has two water features: the lagoon and Honey Creek. The largest water feature in the park is the lagoon, which was excavated between 1945 and 1950. A walking path encircles the lagoon, which is bordered by deciduous and coniferous trees. Honey Creek also flows through the park from its northwest corner to the center of the park's southern boundary, thus bisecting the park. The creek has been lined with concrete along its extent within the park.

McCarty Park lagoon.

Concrete-lined Honey Creek within the park.

(g) Small-scale features

The park also includes a small number of small-scale features, including a wood pedestrian bridge, picnic areas, signs, and lighting. Near the northeast corner of the park, a small, wood pedestrian bridge spans the lagoon overflow area. This bridge is rustic in nature with a wood deck and timber railing. Additionally, the park has three picnic areas with wood picnic benches placed under trees.

Wood signs, consistent with other county park and parkway signage, are located at the perimeter of the park near major intersections. Finally, lantern-style light standards line the pedestrian paths and illuminate the parking areas.

Wood pedestrian bridge.

Picnic Area #1 in McCarty Park.

(h) Views and vistas

Views focus into McCarty Park from the surrounding neighborhood. Various active and passive recreational facilities are grouped together and vegetation is used to further separate activities within the park and screen views of service facilities.

(4) Archaeological sites

No archaeological sites have been identified in the park at this time.

(5) List of surveyed properties

A list of properties surveyed in McCarty Park is presented in Table 12.

Table 12. McCarty Park List of Surveyed Properties

Resource Name	Resource AHI No.	Construction Date	Contributing Status
McCarty Park	203201	1944	Contributing
Service Building	203381	1961	Contributing
Fred Zerkel Baseball Field	203401	c.1960	Contributing
Announcer's Booth	203421	1968	Noncontributing
Comfort Station	203441	1950	Contributing
Storage Building	203701	c.1945 (moved to location)	Contributing
Softball Diamond	203461	c.1955	Contributing
Softball Diamond	203501	c.1955	Contributing
Softball Diamond	203521	c.1955	Contributing
Tennis Courts	203541	c.1960	Contributing
Pedestrian Bridge	203561	c.1955	Contributing
McCarty Park Pavilion	203601	c.1955	Contributing
Swimming and Wading Pool	203621	1959	Contributing
Pool Restroom	203641	c.2009	Noncontributing
Basketball Court	203661	c.1960	Contributing
Pedestrian Bridge	203681	c.1960	Contributing

SHEET 1 OF 1

McCarty Park

Historic Boundary Map

Orthophoto: 2010
UTM Coordinates: Zone 16, Nad 27

Map Key

- Preliminary Historic Boundary
- Contributing
- Non-Contributing

N

0 150 300 600 Feet

Mead & Hunt

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Books, pamphlets, and websites

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"Warnimont Bluff Fens (No. 352)." http://dnr.wi.gov/org/land/er/sna/index.asp?SNA=352 (accessed 20 October 2011).

National Register Nominations and Multiple Property Documents

Mead & Hunt, Inc. *Honey Creek Parkway*. Washington, D.C.: National Register of Historic Places, National Park Service, January 2009.

Mead & Hunt, Inc. *Kinnickinnic River Parkway*. Washington, D.C.: National Register of Historic Places, National Park Service, February 2010.

Mead & Hunt, Inc. *Milwaukee County Parkway System*. Washington, D.C.: National Register of Historic Places, National Park Service, January 2008.

Mead & Hunt, Inc. *Milwaukee River Parkway*. Washington, D.C.: National Register of Historic Places, National Park Service, May 2011.

Mead & Hunt, Inc. *Oak Creek Parkway*. Washington, D.C.: National Register of Historic Places, National Park Service, February 2010.

Mead & Hunt, Inc. *Root River Parkway*. Washington, D.C.: National Register of Historic Places, National Park Service, December 2010.

Appendix A. Milwaukee County Parkway System National Register Multiple Property Document

NPS Form 10-900-b
(March 1992)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

[X] New Submission [ ] Amended Submission

A. Name of Multiple Property Listing

Milwaukee County Parkway System

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Community Planning and Development in Milwaukee County, 1923-1960

Federal Work Relief Park Programs in Milwaukee County, 1933-1942

Landscape Architecture in the Milwaukee County Parkway System, 1923-1960

C. Form Prepared by

Name/title Christine Long, Emily Pettis, and Christina Slattery

Organization Mead & Hunt, Inc. Date 1/7/08

Street & Number 6501 Watts Road Telephone 608.273.6380

City or Town Madison State WI Zip 53719

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register Criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. ([ ] See continuation sheet for additional comments.)

Signature and title of certifying official
State Historic Preservation Officer - Wisconsin

Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

		Page Numbers
E.	**Statement of Historic Contexts** (If more than one historic context is documented, present them in sequential order.)	**1-32**
F.	**Associated Property Types** (Provide description, significance, and registration requirements.)	**33-38**
G.	**Geographical Data**	**39**
H.	**Summary of Identification and Evaluation Methods** (Discuss the methods used in developing the multiple property listing.)	**40**
I.	**Major Bibliographical References** (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	**41-42**

Paperwork Reduction Act Statement: This information is being collected for application to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

E. STATEMENT OF HISTORIC CONTEXTS

This Multiple Property Documentation form covers the contexts for Milwaukee County's Parkway System, a chain of parkways and associated parks that encircle Milwaukee County. There are three main associated historic contexts for the system: **Community Planning and Development in Milwaukee County, 1923-1960**; **Federal Work Relief Park Programs in Milwaukee County, 1933-1942**; and **Landscape Architecture in the Milwaukee County Parkway System, 1923-1960.** Because these contexts are closely related and overlap in many places, the discussion below is broken into sections that chronicle the history of park design generally and the history of the Milwaukee County Parkway system in particular.

AMERICAN PARK MOVEMENT – 1870-1960

In the decades following the Civil War and in the infancy of an American park movement, landscape architects, including Frederick Law Olmsted, led a park movement that advocated naturalistic landscape design that blended manmade elements with their natural setting. During this period and building off of Andrew Jackson Downing's philosophies of scenery preservation and landscape development, Olmsted "developed six principles guiding landscape design of public parks: scenery, suitability, sanitation, subordination, separation and spaciousness. Scenery meant that designs that were to be compatible with the natural scenery and topography and consist of 'passages of scenery' and scenic areas of plantings. Sanitation called for designs that promoted physical and mental health and provided adequate drainage and facilities. Subordination required that all details, natural and artificial, were to be subordinated to character of the overall design. Separation called for the physical separation of areas having different uses and character, and for the development of separate byways for different kinds of traffic. Spaciousness called upon the designer to make an area appear larger by creating bays and headlands of plantings and irregular visual boundaries."[1]

Olmsted's six principles were actively applied to a subset of the American park movement, namely the urban park movement through which landscape architects, including Olmsted, extolled the benefits of building parks and parkways within urban areas. Proponents of this vision believed that the juxtaposition of urban and rural landscape environments and the dissolution of the city grid could improve the quality and health of urban life. Landscape architects pleaded for comprehensive planning measures that took into account the acquisition of land outside of the existing city, in anticipation of future metropolitan growth. Although public acceptance of large scale schemes was not immediate, such ideas by landscape architects Olmsted, H.W.S. Cleveland, and Charles Eliot permeated city planning efforts in New York, Chicago, Minneapolis, and Boston.[2]

Between 1870 and the 1890s, parkways and unified networks of landscaped thoroughfares and parks emerged as a prevalent design concept. The nation's first parkway, the Eastern (Jamaica) Parkway in Brooklyn, was designed by Olmsted and Calvert Vaux in 1870. The wide boulevard served as the main approach to the Plaza of Prospect Park.[3] Eastern Parkway featured a combination of carriageways, pedestrian walks, and

[1] Linda F. McClelland, "Historic Park Landscapes in National and State Parks," (National Register of Historic Places Multiple Property Documentation Form, August 1995), E: 8-9.
[2] Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge: Harvard University Press, 1971), 596.
[3] Newton, *Design on the Land: The Development of Landscape Architecture*, 596.

large elm trees. After Eastern Parkway, Olmsted worked in Boston, where he envisioned a long continuous parkway encircling the city. Contemporaneously, Cleveland recommended a grand boulevard for Chicago and a parkway for Minneapolis. By the 1890s Eliot, working with Olmsted, was advocating the creation of parkways to connect units of the park system in Boston, including the Charles River Esplanade, which was implemented after Eliot's death in 1897.[4] Through his comprehensive plans for urban parks, Eliot pioneered the field of landscape forestry, in which he espoused that landscapes could be rehabilitated by following the ecology and natural systems of the region. Eliot's seminal work in landscape design elevated the protection of natural vegetation over the development of roads and trails. Moreover, he actively urged the development of series of parks connected by natural systems such as rivers and meadows.[5]

The World's Fair Columbian Exposition of 1893 in Chicago further focused national park design by blending architectural and landscape principles. The result was the City Beautiful Movement, which promoted the improvement of cities and focused on aesthetics, including the incorporation of large public buildings, often Neo-Classical in design, and monuments into a park and boulevard landscape. Landscape architects who contributed to the City Beautiful Movement included Olmsted, Cleveland, Eliot, George Kessler, and John Nolen.

By 1910 the City Beautiful Movement, with its focus on aesthetics and cultural amenities, had weakened considerably as planners became more concerned with urban reform efforts. Concerns shifted to social considerations, such as those espoused by the Settlement House Movement, which sought to improve urban neighborhoods, housing, and sanitation. Social reform advocates, including Jacob Riis and Jane Addams, greatly influenced the aims of urban planners and park designers by emphasizing the provision of municipal services to an often impoverished urban population. Citizen advocates and reformists strove to improve the quality of life for everyone living in an urban center. Landscape aesthetics in the form of parks and parkways became a tool for meeting public planning needs. Parks and parkways emerged as salubrious public spaces that were accessible to everyone. Moreover, the addition of green space to an overcrowded and bleak urban center was thought to provide a moral and healthy outlet from the city's social ills.

Naturalistic Park Design

During the early twentieth century, a unique American style of landscape design emerged. The style, which incorporated indigenous plants and naturalistic design principles, was acknowledged by leading landscape architects and writers. In keeping with Olmsted's six guiding principles and Eliot's landscape forestry, this American style was characterized by a preservation of natural character and harmonization of manmade improvements with the natural setting and topography via the preservation of existing vegetation and land forms, construction of rustic shelters of native stone and wood, and planting of indigenous species. Regional variations of this style developed, including a Midwestern style (or prairie style) of landscape architecture, epitomized by the work of Jens Jensen. Jensen pioneered highway beautification efforts and roadside planting of native vegetation through is work along one and one-third miles of the Lincoln Highway in Indiana. Moreover, he advanced the landscape design of public parks by stressing an appreciation of existing physical land forms and native vegetation. Through this, Jensen developed "a new type of rock gardening" whereby

[4] Newton, *Design on the Land: The Development of Landscape Architecture*, 597.
[5] McClelland, "Historic Park Landscapes in National and State Parks," E: 13.

local limestone could be used for stepping stones, ledges, springs, cascades, and other types of naturalistic rockwork, often planted with rock-loving plants.[6]

Wilhelm Miller, a horticultural writer and editor, promoted prairie style landscape design and credited Jens Jensen with taking the prairie as a "leading motive" in design in his 1915 publication *The Prairie Spirit in Landscape Gardening*. Miller identified conservation (or preservation), restoration, and repetition as key principles of this design system. Conservation and restoration identify the landscape architect's use of locally occurring elements within the design, while repetition identified the imitation of nature through the use of stratified materials and forms, such as irregular courses of stone walls.[7]

Additional perpetuation of the principles of naturalistic landscape design in the twentieth century occurred through academics' writing of textbooks and other publications, including the work of Henry Hubbard, a professor in Harvard's school of landscape architecture. For instance, Hubbard encouraged the use of local stone, vegetation, and functional structures in harmonious design. Although discouraging of park structures, Hubbard admitted they were often necessary and suggested that small buildings should be concealed within the landscape, while large buildings should be enframed and made harmonious with the landscape. Following Olmsted's principle of subordination, Hubbard argued that buildings could be subordinated to their setting through harmonization of texture and color vis-à-vis the use of locally quarried stone to match natural outcroppings.[8] Rustic architecture evolved to achieve the landscape harmony that Hubbard and proponents of naturalistic design sought. Rustic architecture emerged from a tradition of domestic and resort architecture in rugged and scenic places such as the coast of Maine, the Adirondacks of New York, the San Francisco Bay Area, and the Sierra Madre of California and was characterized by the use of natural, local materials and handcrafted finishes. As the idea of developing nature and wilderness for personal pleasure extended throughout America, an increasing number of public parks, at the local, state, and national levels, adopted the rustic style of architecture for numerous park structures.[9]

Modern Parkway Design and Implementation

In his publications, Hubbard defined a parkway as "an elongated park that was a highway developed solely for passenger cars and recreational purposes, having restricted access, and bordered by adequate buffers where commercial and other kinds of development are restricted."[10] Parkways preserved scenes of beauty and interest along a selected route and were envisioned as motorways through landscapes having natural attributes, such as forests, lakes, and streams that were to be preserved or restored to their pristine state.[11] Although the resulting parkways are diverse in design and function, their design is often commonly motivated by traffic problems, inner city deterioration, polluted rivers, and waste land. In the twentieth century, curvilinear parkways with limited access, satellite parks, and natural and cultural features were planned in numerous cities

[6] McClelland, "Historic Park Landscapes in National and State Parks," E: 14-16.
[7] McClelland, "Historic Park Landscapes in National and State Parks," E: 15; Grese, Robert E, *Jens Jensen*, (Baltimore: John Hopkins University Press, 1992), 45-47.
[8] McClelland, "Historic Park Landscapes in National and State Parks," E: 20-23.
[9] McClelland, "Historic Park Landscapes in National and State Parks," E: 27.
[10] McClelland, "Historic Park Landscapes in National and State Parks," E: 124.
[11] McClelland, "Historic Park Landscapes in National and State Parks," E: 124.

to alleviate the problems mentioned above.[12] The Bronx River Parkway in New York, which was completed following World War I, epitomizes the modern parkway as it provided a means of preserving river waters from pollution and reserved parklands on either side of the river. A side effect of the Bronx River Parkway, and a motivation for the creation of other urban parkways, was an increase in property values adjacent to the parkway.[13]

Although the urban park movement began soon after the Civil War, park and parkway construction boomed later, during the Great Depression. As a result of New Deal programs introduced in 1933 by President Franklin D. Roosevelt to promote economic recovery, significant amounts of funding became available for labor and materials for urban projects. In particular, the creation of the Civil Conservation Corps (CCC) in 1933 by the Emergency Conservation Works legislation provided federal funding and labor to park systems across the country. In 1935 the Federal Emergency Relief Act appropriated nearly $5 billion nationally for relief efforts to be administered by three agencies: existing government bureaus; emergency agencies, such as the Civil Works Administration (CWA) or Federal Emergency Relief Administration (FERA); and the Works Progress Administration (WPA). The WPA, which was established in July 1935 and operated until 1943, became the largest of the three relief efforts and provided a considerable amount of money to park and parkway projects.

Following World War II, national park development shifted focus to the improvement of recreational and fitness facilities. In general, community recreation activities expanded during this period and there was greater popular awareness of recreational opportunities. In 1956 the President's Council on Physical Fitness and Sports was established, thus emphasizing the widespread national concern with physical fitness and recreation. President Dwight D. Eisenhower established the Outdoor Recreation Resources Review Commission in 1958 to identify America's outdoor recreation needs. The final report encouraged a national outdoor recreation policy, expansion of programs, organization of a Federal Bureau of Outdoor Recreation, and a federal grant program. In 1962 the Bureau of Outdoor Recreation (BOR) was created and charged with coordinating outdoor recreation programs among federal agencies and assisting state and local governments with recreation planning. BOR recreation requirements resulted in municipal and state recreational development within parks and provided funding through the 1970s.[14]

MILWAUKEE COUNTY PARK SYSTEM

Milwaukee County provides an example of how national ideas on planning were adapted to a specific locality. Throughout the late nineteenth and early twentieth centuries, the City of Milwaukee completed numerous public parks. Cleveland, Olmsted, Nolen, Alfred Clas, and Warren Manning provided plans for many of these early parks, which would later be encompassed by the county parkway system.

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[12] William H. Tishler, "H.W.S. Cleveland," in *American Landscape Architecture: Designers and Places*, ed. William H. Tishler, *Building Watchers Series* (Washington D.C.: Preservation Press, 1989), 181-183.

[13] Newton, *Design on the Land: The Development of Landscape Architecture*, 597-600.

[14] Julie Sturgeon and Janice Meer, *The First Fifty Years 1956-2006: The President's Council on Physical Fitness and Sports Revisits Its Roots and Charts Its Future* (N.p.: 2006), n.p.; Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," N.p., February 1982, 16-18.

Recognizing the plight of Milwaukee's urban poor, local reformists, including Charles B. Whitnall, espoused the need for urban green space. Milwaukee's park advocates strongly believed that improvements to the physical environment would result in a positive force on people's character. Thus, like urban reformists across the nation, those in Milwaukee sought to improve the city and county's urban center by incorporating public parks linked by parkways. In the early 1920s in Milwaukee, Whitnall envisioned a county parkway system guided by waterways that would connect Milwaukee County's existing parks. This system would result in a "necklace of green" that would follow the Milwaukee, Menomonee, Kinnickinnic, and Root rivers, and their associated creeks, and would twice encircle the county.

Federal funding contributed to the development and enhancement of the county's parks and parkways. For instance, between 1935 and 1941, approximately $17 million was provided for WPA projects in Milwaukee County parks.[15] The Milwaukee County Park Commission generally followed national trends after World War II, and recreational development became a significant goal of the Commission. In the 1950s annual park reports indicate that planning recreational facilities such as golf courses, ball fields, ball courts, and swimming pools was a focus. Additionally, the Commission's recreation division planned organized recreation for the park system's 12 million annual visitors. Activities included concerts and cultural events, winter sports such as ice skating, and supervised recreation such as baseball.

Early Park Planning in Milwaukee

The City of Milwaukee's earliest open spaces were public squares that were developed beginning in 1835. The squares were often from privately-donated land and served as both commercial and civic centers. While Milwaukee had few public parks during the second half of the nineteenth century, the city featured open green spaces consisting of commercial parks and gardens and Forest Home Cemetery.[16] The earliest public parks in the City of Milwaukee were ward parks and multiple-use municipal facilities. Seventh Ward Park (now Juneau Park), established in 1872, was developed according to 1870 plans by Cleveland. The city developed Kilbourn Reservoir Park, Waterworks Park, and Flushing Tunnel Park (now McKinley Park) between 1868 and 1887 in association with public sanitation improvements.[17]

In 1889 the state legislature approved the establishment of the Board of Park Commissioners of Milwaukee (Board).[18] By 1890 the Board had "selected six sites so located as to afford accommodation to the greatest possible number and still adhere to the general scheme of having a chain of parks around the city connected by handsome boulevards."[19] Thus, the Board considered the general concept of connecting the parks early in

[15] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932* (Milwaukee: Court House, 1933), 293.

[16] Landscape Research, *Built in Milwaukee: An Architectural View of the City* ([Milwaukee]: City of Milwaukee, 1983), 111-113, 117.

[17] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 118-120.

[18] The Board of Park Commissioners of Milwaukee had several name changes prior to its merger with the county park board in 1936. This report simply refers to it as the Board.

[19] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 121.

the establishment of the city park system. The Board acquired land and began development of Kosciuszko (originally the Coleman Tract), Humboldt (originally the Howell Avenue Park), Lake, Mitchell, Riverside (originally River), and Washington (originally West) parks for this scheme.[20]

Many landscape architects and designers contributed to the design of the county's parks. The Board embraced the City Beautiful Movement for the Milwaukee park system when they hired Fredrick Law Olmsted and Company to design Lake, West (Washington), and River (Riverside) parks in 1892. The Board was able to hire the firm at a reasonable rate as they were already doing work for the nearby Chicago World's Fair. John Charles Olmsted, brother of Frederick Law, implemented the parks' designs, while Warren H. Manning was responsible for the planting designs. The firm's plans included Newberry Boulevard, which connected Lake Park to River (Riverside) and West (Washington) parks. The firm also proposed a lakefront drive adjacent to Lake Park, which the city later developed in 1929 based on a plan by architect Alfred C. Clas.[21]

Near the end of 1894 the Milwaukee city park system continued to grow, but at a much slower pace due to a lack of funding. Limited funding continued to hamper park system development for the next two decades; however, the Board still completed major projects. The Board made significant improvements at Lake and River (Riverside) parks and constructed Newberry Boulevard, which connected Lake, River (Riverside), and West (Washington) parks. The Board also established parks throughout the city, including several neighborhood parks that did not become part of the parkway system.[22] Much of the early development of the city park system depended on the ability of the city to acquire property. While the city received land for park system development through donations, other acquisitions were limited because the Board had to rely on the state legislature for funding. Contemporaneously, the Board's 1905 Annual Report compared Milwaukee's park acreage with that of 11 other cities of comparable and smaller size. All 11 cities had greater total park system acreage than did Milwaukee.[23] Milwaukee's lack of park acreage concerned the Board, and they sought opportunities to increase park land holdings. In 1907 the opportunities for formation of additional public parks increased with the establishment of the Milwaukee County Park Commission (County Park Commission).[24] However, it was not until Whitnall provided a vision of a comprehensive county parkway system in 1923 that the County Park Commission performed its greatest work.

The County Park Commission's first purchase of land, which became Jacobus Park, was along three small tributaries of the Menomonee River. Milwaukee County continued to purchase land, including the properties that became Grant (originally County) Park along the Lake Michigan shoreline. From 1907 to 1910 Milwaukee County acquired South Shore Park and an additional 14 smaller tracks in Bay View. The county purchased

[20] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 121.

[21] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 121-122.

[22] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 125-126.

[23] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 125.

[24] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 129; Charles B. Whitnall, "How a Lecture Course Saved the Shores of Milwaukee County," *The American City [Reprint]* (August 1941): n.p.; Charles B. Whitnall, "The Philosophy, Evolution, and Objective of the Milwaukee County Park Commission," N.p., [1942], n.p.

several properties at relatively low cost because the natural features, such as ravines and steep topography, made them undesirable for residential development.[25]

The City Beautiful Movement was central not only to park design, but Milwaukee city planning as well. In 1911 the City Planning Commission prepared reports that discussed Milwaukee's need for boulevards and riverfront parks and parkways. The reports specifically made recommendations for creating parks along the Milwaukee, Menomonee, and Kinnickinnic rivers. One of the reports also touted the advantages of building parks and "driveways" along the Lake Michigan shoreline.[26] Clas developed a plan for a civic center for Milwaukee, which further carried out the City Beautiful Movement ideas. A report by Nolen and Frederick Law Olmsted, Jr., expanded the Clas civic center design. In 1916 German planner Werner Hegemann wrote a significant report on Milwaukee city planning. Hegemann suggested a solution to the conflict between different users of Milwaukee's lakefront such that advocates of both harbor and park uses could coexist. Hegemann also emphasized the importance of neighborhood parks, boulevards, and riverfront parks and parkways to Milwaukee's planning.[27]

The County Park Commission's greatest role in early parkway development came about with its ambitious parkway study by Whitnall in 1923. In his plans for a county-wide parkway system, Whitnall included several existing city and county parks, such as Estabrook, Grant, Lake, Pulaski, Riverside, and South Shore. Whitnall planned for these units to become part of the Milwaukee County Parkway System that would become known as the "Emerald Necklace" and encompass parkways that followed rivers and creeks throughout Milwaukee County, such as the Menomonee, Milwaukee, Kinnickinnic, and Root rivers and Honey, Underwood, and Lincoln creeks. See the attached map *Tentative Study For a County Park System*.

Emergence of Charles Whitnall's Ideas and 1920s-1930s Progressivism

The person most responsible for the development of the Milwaukee County Parkway System was Charles Whitnall, often referred to as the "Father of the Milwaukee County Park System." His philosophies on park influences, design, and social reform guided Milwaukee County's parkway design. Whitnall, who was originally a florist and landscaper, drew interest in the natural landscape, which led him to study park development and become involved in both Milwaukee County's and the City of Milwaukee's efforts in park and parkway design. Whitnall was a major advocate of widespread green spaces because of their beneficial influences on the health and social conditions of the city and he was instrumental in securing the required legislation for establishing the County Park Commission in 1907. He served on the County Park Commission from 1908 to 1947 and on the Public Land Commission, also known as the city planning board, from 1911 to 1943.[28]

Whitnall's earliest report was issued in 1906 to outline his principles of park and parkway design in anticipation of the County Park Commission's organization. Like many social reformers of the time, Whitnall saw the

[25] Whitnall, "How a Lecture Course Saved the Shores of Milwaukee County," *The American City [Reprint]*, n.p.; Whitnall, "The Philosophy, Evolution, and Objective of the Milwaukee County Park Commission," n.p.

[26] William G. Bruce, ed., *History of Milwaukee, City and County* (Chicago: S.J. Clarke Publishing Co., 1922), 495.

[27] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 127-129.

[28] "Charles B. Whitnall Biographical Sketch," N.p., n.d., n.p.

salvation of the industrial city in the integration of green space into the urban landscape. He believed urbanization, and the resulting congestion and pollution of the city, separated man from nature. In response, Whitnall proposed to "preserve or conserve the bounties of nature for the benefit of the people." Decrying the destruction and waste of natural resources as a "public tragedy if not a public crime," Whitnall offered a vision of Milwaukee penetrated and encircled by landscaped rivers and creeks.[29]

Throughout his life, Whitnall actively disseminated and promoted his planning ideas through numerous publications and speeches. Publications include titles such as *How the Kinnickinnic Should Look*, *How a Lecture Course Saved the Shores of Milwaukee County*, *What Progress Costs Milwaukee*, and *Valley Conservation*. Of paramount significance in his writings and speeches was the relationship of social behaviors and health to spatial forms, including densely populated urban centers, green spaces, and waterways. In 1923 Whitnall provided an initial vision for a county parkway system guided by waterways, which put his planning philosophies to practical use.

Whitnall's original 1923 vision of the parkway system addressed the parkways as avenues of movement that would connect the county's isolated park units. The individual parkways would follow the Milwaukee, Menomonee, Kinnickinnic, and Root rivers; Honey, Lincoln, Oak, and Underwood creeks; and the Lake Michigan shore line, thus resulting in two "necklaces of green" encircling the county (see attached map).[30] Each parkway would conform to the natural topography of their respective watershed feature. The initial parkway vision promoted abundant plantings of natural trees and shrubbery in various sizes. Parkway buildings, such as comfort stations, would only be erected if the parkway was deemed wide enough to warrant one. During the initial study of the parkway system, the planning department also considered implementing a continuous and winding driveway that followed the river in each parkway. The planning department asserted that the "parkways have a double purpose, one to furnish interesting scenery to visitors using their drives and walks, the other to give a wholesome environment to people living in their vicinities."[31]

In planning the 84-mile comprehensive system of county parkways, Whitnall relied on the conurbation theories of Patrick Geddes, a Scottish town planner who believed "the city would be superseded by a more geographically widespread form," or conurbation.[32] Acknowledging the growing desirability of suburban cities and villages in Milwaukee County, Whitnall asserted, "It seems quite possible that Milwaukee County will soon come within the category of the Conurbation or the Regional City."[33] By retaining and preserving natural watershed features, Whitnall's parkway system could encompass the region. The resulting "necklace of green"

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[29] Charles B. Whitnall, "Report on the Milwaukee Metropolitan Park Commission," [Milwaukee], n.d., 8.

[30] See plans in Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report* (Milwaukee: Milwaukee County Regional Planning Department, 1924), n.p.

[31] Milwaukee County Regional Planning Department, *First Annual Report*, 22-23; Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report*, 22-23.

[32] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 129.

[33] Charles B. Whitnall, *Milwaukee's Effort in City and Regional Planning* (N.p.: 1929), 11.

would follow the Milwaukee, Menomonee, Kinnickinnic, and Root rivers, as well as their associated creeks, and would twice encircle the city and county.

The decentralization of Milwaukee, which Whitnall promoted, would establish a type of urban-rural continuum, such that the typical city-country dichotomy would be minimized. Whitnall, like many urban and social reformers, believed the solution to the city's ills was decentralization.[34] Thus, while he appreciated the recreational benefits of established parks, he also believed isolated park units would not be sufficient to accommodate the future conurbation of Milwaukee. Moreover, Whitnall was convinced that the streams in and around Milwaukee needed to be conserved for the city to endure its growth. Therefore, Whitnall's integrated green-space system, whereby parkways connected individual park units, would relieve the "inner congested portion of the city."[35]

Whitnall's ideas, from his first publication in 1906 through the 1940s, shaped the agenda and reports of the County Park Commission considerably. Moreover, as a member of the County Park Commission, Whitnall continued to play an active role in the execution of the parkway system he first envisioned and mapped in 1923. The 1924 *First Annual Report of the County Planning Department* (*First Annual Report*) enumerated reasons for why the city park system "should be extended into the county," and included Whitnall's study for a metropolitan parkway system.[36] Reasons included the provision of parklands in anticipation of municipal decentralization, improved health and sanitation, recreational benefits, increased property values, and flood control. These reasons echo Whitnall's general planning and urban reform sentiments.

Health and Sanitation Benefits

Whitnall's earliest and most forceful justification for the county parkway system drew heavily upon hygienic arguments. Like many park advocates, Whitnall argued that a system of open green spaces would serve a hygienic and purifying function.[37] In his numerous publications, Whitnall outlined his belief that the physical and mental ills of congested cities were related to the destruction of the natural landscape. According to Whitnall, overcrowding and the exclusion of natural influences were causes of poor health.[38] In the 1906 report that explained the underlying principles leading to the organization of the County Park Commission, Whitnall declared that "it is so devitalizing for many people to live close together where they inhale the air that has not been purified by foliage; and if the purifying does not take place close by, there should be an opportunity for the atmosphere to travel without creating those 'pneumonia drafts' so common in between buildings and so

[34] Eileen Eagan, "Park's Planners and the People" (M.A. Thesis, University of Wisconsin - Milwaukee, 1970), 4.

[35] Milwaukee County Regional Planning Department, *First Annual Report* (Milwaukee: Milwaukee County Regional Planning Department, 1924), 22-23.

[36] Milwaukee County Regional Planning Department, *First Annual Report*, 15.

[37] Eagan, "Park's Planners and the People," 4.

[38] See for example, Charles B. Whitnall, "Milwaukee County Parkways," *Our Native Landscape* 1-2, no. 4-1 (April-July 1928): n.p.; Whitnall, "Report on the Milwaukee Metropolitan Park Commission," n.p.

rare in the woods."[39] Thus, according to Whitnall, forested landscapes and natural drainage routes through existing watershed features were vital to public health.[40]

The annual reports of the Milwaukee County Regional Planning Department in the 1920s affirmed this justification and consistently argued that the mental and physical health of Milwaukee's urban residents required them to return to the "soil," an opportunity that the parkway system afforded. In true reformist spirit, the County Park Commission insisted that Milwaukee's urban residents "want to get away from the harshness and crude lines and noises of the town, from the street poles and signs, from the creaking of car wheels, from the crowding and from too great individualism of street buildings, expressed in ugliness, lack of imagination and jarring skylines."[41] The parkways and associated parks could provide Milwaukee's residents with an escape from the uninviting and unhealthy urban landscape.

Not everyone agreed with the hygienic and sanitation arguments of Milwaukee's parkway planners. For example, during the planning of the Kinnickinnic River Parkway, which would run through an already densely populated and urban segment of the city, Whitnall and the County Park Commission were faced with popular opposition from the Fourteenth Ward's alderman. Rather than supporting the restoration of the Kinnickinnic River to its "natural" state, the alderman requested $217,000 from the city for the construction of a box sewer that would confine and cover the stream. Fourteenth Ward advocates of the sewer option argued for covering the Kinnickinnic River as a means of prohibiting residents' disposal of refuse and dead animals in the stream. Whitnall responded to this opposition by publishing a pamphlet entitled *How the Kinnickinnic Should Look*. Whitnall advocated conserving the Kinnickinnic River as a parkway, and he aggressively stated that "this fourteenth ward is in greater need of park influences than almost any other part of the city, and all the more so because many of the people there have been misled and do not understand the benefit to be derived from the parkway."[42]

Recreation

A primary reason for a parkway system, according to both Whitnall and the County Park Commission, was to provide individuals with outdoor recreation facilities. In providing locations for active and passive recreation, such as athletics or picnicking, the parkway system could counteract the negative effects of urban congestion. Whitnall often argued in his publications that wooded parkways and "breathing spaces" promoted the health and welfare of Milwaukee County's large metropolitan community.[43] To promote recreation, the parkway system linked individual park units that contained or were contiguous with recreational facilities, such as baseball diamonds, tennis courts, and golf courses. From the 1920s through the 1950s, golf grew immensely

[39] Whitnall, "Report on the Milwaukee Metropolitan Park Commission," 2.

[40] William Clausen, *Early Planning for Land Use and Community Parks in the City of Milwaukee* ([Madison, Wis.]: University of Wisconsin-Extension, 1980), 24.

[41] Milwaukee County Regional Planning Department, *First Annual Report*, 16.

[42] *How the Kinnickinnic Should Look* ([Milwaukee]: n.d.), n.p.

[43] For examples see Whitnall, "Milwaukee County Parkways," *Our Native Landscape*, 3; Whitnall, "Report on the Milwaukee Metropolitan Park Commission," 2.

in popularity, and even the County Park Commission asserted, "golf is so wholesome a sport that it should be greatly encouraged."[44] Not only was golf a respectable sport to promote in relation to parkway system development, it was also a major generator of revenue for the county. For example, during its second year of operation in 1928, the James Currie Park Golf Course, contiguous with the Menomonee River Parkway, served over 52,000 golfers and generated considerable income for the county.[45]

Increased Property Values

In accordance with Whitnall's beliefs in the correlation of increased property values and proximity to green space, the 1924 and 1925 annual reports of the Milwaukee County Regional Planning Department thoroughly argued for the economic benefit of a parkway system, which "creates out of its vicinity the most valuable residential property a city possesses."[46] The department and County Park Commission argued that parks and parkways tended to draw populations towards them while simultaneously creating "a better type of living and development in their vicinities."[47] While the benefits on public health and recreation are incalculable and intangible, Whitnall and the County Park Commission frequently argued that parkways created measurable increases in property values. In the *Second Annual Report*, the County Park Commission provided numerous examples of the correlation between property values and proximity to green spaces. Using monetary figures from Kansas City, Missouri; Newark, New Jersey; Minneapolis, Minnesota; and Milwaukee, the County Park Commission effectively argued that the parkway system would have a highly desirable effect upon land values. The report asserted that "the Park Commission and the County Board would be entirely justified in the construction of the parkway system solely because of its effects upon public health, recreation, and general welfare. With the added financial benefits derived from the county parks and parkways, the parkway system will become the dominant factor in the development of metropolitan Milwaukee."[48]

Flood Control

The *First Annual Report* identified flooding as a significant problem to Milwaukee County's rivers. Whitnall and the County Park Commission argued that the county parkway system could alleviate flood conditions by acquiring land adjacent to flood-prone rivers and streams. Because the flood-prone areas had little economic value as agricultural or residential land, developing them into parkways and recreational areas would make beneficial use of otherwise vacant land and increase the values of adjacent properties. Moreover, heavy tree plantings and grading projects could influence flood control, particularly for smaller streams. According to

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[44] Milwaukee County Regional Planning Department, *First Annual Report*, 15.

[45] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report* (Milwaukee: Milwaukee County Regional Planning Department, 1928), 17.

[46] Milwaukee County Regional Planning Department, *First Annual Report*, 16. For Whitnall's beliefs, see, for example: Whitnall, "Milwaukee County Parkways," *Our Native Landscape*, 4; Whitnall, "The Philosophy, Evolution, and Objective of the Milwaukee County Park Commission," 3.

[47] Milwaukee County Regional Planning Department, *First Annual Report*, 16.

[48] Milwaukee County Regional Planning Department, *Second Annual Report* (Milwaukee: Milwaukee County Regional Planning Department, 1925), 24.

parkway planners, not only could the parkways control flooding, but they could reclaim watershed property values.

During the 1930s and early 1940s, flood control work along parkway watersheds was further improved. The City of Milwaukee Bureau of Public Works oversaw the erection of masonry retaining walls along the Menomonee and Kinnickinnic Rivers, and Honey Creek. These flood mitigation efforts were completed with WPA-funded labor and in conjunction with parkway implementation.[49]

Early Efforts to Create the Milwaukee County Parkway System

The early efforts of the planning department focused upon the acquisition of land and the production of plans. Acquisition plans were prepared after consideration was given to the development of specific parkway unit plans. The County's policy on parkway acquisition was to obtain the required lands by dedication or condemnation, with an assessment of benefits and damages. In some cases, as with the first units of the Menomonee River Parkway Project, dedication of land was possible because landholdings were large and owners had remaining land upon which to derive benefits from the construction of the parkway. In other cases, such as the Oak Creek Parkway, more numerous and smaller land ownerships challenged property acquisition by dedication. However, the 1925 Parkway Law enabled the county, with consent of the local municipal government, to acquire lands for parkway purposes by means of condemnation and an assessment of benefits and damages.

Prior to the organization of the Milwaukee County Regional Planning Department in 1924, the county hired consulting engineers, planners, and landscape architects to handle technical work. After the Planning Department was created, however, all park engineering and landscape design was handled from within.[50] Alfred Boerner served as the Department's first landscape architect and engineer, and Phelps Wyman assisted with many of the Department's published parkway plans.

The initial plans published by the Planning Department highlighted the intended origin of the county parkway system at the crossing of the Grand Avenue Viaduct over the Menomonee River. Other early planned segments include portions of the Honey Creek, Milwaukee River, Mud Creek, Underwood Creek, and Menomonee River Parkways. Early planned segments included those portions of the system that incorporated existing parks, such as Lincoln, Sholes (now Jacobus), James Currie, Bay View, and Grant.

Although early implementation of the parkway system began in 1928 with the grading of one mile of road along the Menomonee River from North Avenue to Burleigh Street, most of the parkway work was completed during the Depression era. During this time, federal work relief programs emerged to help fund the county's parkway projects.

Work Relief Influence on Milwaukee County Parkways (1931-1942)

Depression era work relief projects were pivotal to the development of the Milwaukee County park system. Between 1931 and 1941, the combined federal and county work relief expenditures for the Milwaukee County

[49] City of Milwaukee and W.P.A., *Report of Work Accomplished and Money Expended* ([Milwaukee, Wis.]: 1935-1943), n.p.

[50] Milwaukee County Regional Planning Department, *First Annual Report*, 11.

park system totaled nearly $21.7 million.[51] This funding provided jobs for thousands of people unemployed during the Depression. Work relief programs funded the influx of materials and labor in the county park system. By 1936 development of the Milwaukee County park system was 10 to 15 years ahead of its original schedule.[52] At the same time, the Milwaukee City and County Park Commissions consolidated and county administrators and planners assumed the duties of the City Board of Park Commissioners.[53]

Prior to the availability of federal financial assistance, Milwaukee County operated its own work relief system in 1931 and 1932 through the Department of Outdoor Relief (DOR).[54] Milwaukee County provided the first local appropriations on April 14, 1931, totaling $100,000 for employment on park projects.[55] This action generated part-time employment for more than 20,000 people.[56] During the program's tenure, Milwaukee County provided over $288,000 for relief projects within the park system.[57]

Beginning in 1933 the federal government provided financial support to the County park system through a number of programs. The federal programs implemented by President Roosevelt as part of the New Deal were often referred to as "alphabet soup" because of the prevalent use of acronyms. Roosevelt introduced these programs to promote economic recovery and provide significant amounts of funding for labor and materials through government work relief. Several of these programs provided funding and work for Milwaukee County park system projects.

One of the first programs established by FERA was the CWA, which was primarily involved with construction projects and lasted for only eight months during 1933 and 1934. The CCC, established in 1933 as a result of the Emergency Conservation Work Act, put men ages 18 to 25 to work on conservation projects, primarily in local, state, and national parks.[58] In 1935 the federal government established the WPA, which was the largest New Deal program. It was renamed the Works Projects Administration in 1939. The WPA operated until 1943 and spent a total of $669 million in Wisconsin on a variety of projects during its tenure.[59] The National Youth

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[51] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive* (Milwaukee: Court House, 1951), 65-66.

[52] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936* (Milwaukee: Court House, 1937), 16.

[53] Landscape Research, *Built in Milwaukee: An Architectural View of the City*, 129.

[54] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 66.

[55] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 9.

[56] Harry H. Anderson, "Recreation Entertainment, and Open Space: Park Traditions in Milwaukee County," in *Trading Post to Metropolis: Milwaukee County's First 150 Years*, ed. Ralph M. Aderman (Milwaukee: Milwaukee County Historical Society, 1987), 292.

[57] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 65-66.

[58] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 65-72.

[59] Jim Draeger, collected, "WPA/CCC Research File." Available at the Wisconsin State Historic Preservation Office.

Administration (NYA) was established in 1935 and provided job training for school-age boys and girls.[60] The Milwaukee County park system benefited from the NYA program as it put young people to work primarily as part-time laborers. They conducted park maintenance, including mowing, raking, weeding, and watering lawns. They also worked in the nursery at Whitnall Park and provided assistance with planting in parks and along parkways.[61]

The Milwaukee County park system was in a good position to receive federal money for work relief projects as a result of the planning and preparations that occurred in the three decades preceding the availability of federal funding. During the 1920s the Park Commission had acquired many acres of undeveloped land based on the plans for park system development. Because of ample land acquisition and completed planning efforts, Milwaukee County was ready for construction when federal funding became available.[62]

The first federal funds available to park programs in Milwaukee County were appropriated in 1933, after the CCC was created.[63] By the end of the year, three CCC camps were located in Milwaukee in Sheridan and Whitnall Parks and along the Honey Creek Parkway. Eventually, a second CCC camp was established along the Honey Creek Parkway and additional camps were established at Estabrook and Kletzsch Parks. Although six CCC camps operated between 1933 and 1938, the camp at Whitnall Park was the only one operating throughout the entire period.[64] Much of the CCC labor was used for parkway development, river improvement, and erosion and flood prevention.

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[60] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 72.

[61] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 72.

[62] Anderson, "Recreation Entertainment, and Open Space: Park Traditions in Milwaukee County," in *Trading Post to Metropolis: Milwaukee County's First 150 Years,* 281-292; Eugene A. Howard, "Recollections on Development of Milwaukee County Park System," N.p., 15.

[63] Anderson, "Recreation Entertainment, and Open Space: Park Traditions in Milwaukee County," in *Trading Post to Metropolis: Milwaukee County's First 150 Years,* 293.

[64] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 69-71.

CCC Camps in Milwaukee County[65]

Camp Location	Established	Discontinued
Honey Creek Parkway 1	1933	1936
Sheridan Park	1933	1936
Whitnall Park	1933	1938
Estabrook Park	1934	1937
Honey Creek Parkway 2	1934	1936
Kletzsch	1935	1935

These federal programs provided funding to hire architects to design permanent buildings, which were intended to fit in with the surrounding landscape. Most of the structures were built in the Rustic style, using natural, local materials, and handcrafted finishes. During the period, many engineering projects, such as bridges, retaining walls, and culverts, also were constructed with a similar rustic design aesthetic. Additionally, craftsmen were hired to construct furniture for use in and around park buildings, and a single artist was also hired to create paintings and murals depicting scenes from the parks and parkways, to be used in park buildings.

The majority of federal funding went to CCC and WPA laborers to construct roads, bridges, and buildings; develop erosion and flood control measures; and implement landscape needs for the park system.[66] Additionally, the WPA was largely involved with constructing and repairing buildings and developing recreational areas such as swimming pools throughout the park system. The WPA operated a limestone quarry at Currie Park and used the stone to make landscape features such as statues, benches, walkways, and steps that were used throughout the park system.[67] Planting and other landscape projects along the parkways were completed by the CCC, WPA, and NYA. By 1950 approximately one half of the proposed parkway system was developed and in use.[68] Specific relief agency projects are discussed below, within each parkway's property history.

[65] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 20; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 69.

[66] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 49; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 65-72.

[67] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 69.

[68] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 68-72.

Continued Development of Milwaukee County Parkways (1950-1960)
Annual reports of the activities of the Milwaukee County Park Commission during the 1950s contain substantially less information than the annual reports of the 1920s and 1930s. Therefore, it is difficult to identify specific work that was completed during this period. Nonetheless, the annual reports from 1951-1953 indicate that during the 1950s, Milwaukee County continued to acquire and complete work on the county parkway system. The county continued park and parkway improvements and construction projects and also acquired land necessary for the future development of existing parks and extension of the parkway system. The majority of work completed during 1951 and 1953 included acquisition planning, resurfacing roads, and upgrading of ball fields and recreational facilities in existing parklands.

Additionally, the County Park Commission extended the county parkway system to encompass two new parkways: the Little Menomonee River Parkway and the Dale Creek Parkway. The Little Menomonee River Parkway extends north from its confluence with the Menomonee River Parkway. The Dale Creek Parkway follows a small creek off of the Root River in the Village of Greendale. Neither of these parkways was included in Whitnall's 1923 study of a Milwaukee County Parkway System.[69]

Today the Milwaukee County parkways and associated parks and golf courses continue to serve the recreational and pleasure needs of Milwaukee County's residents.

Milwaukee County system designers
In the implementation of Whitnall's ideas and the future development of the parks, two individuals are known to have played key roles: Alfred Boerner and George Hansen. Additional individuals within the Milwaukee County park system have contributed to the development of the park system, but they are not individually known.

George Hansen
In 1919 the Park Commission hired George Hansen, proprietor of a successful golf course in Racine, to design and supervise construction of the Grant Park Golf Course. Hansen was paid $150 per month and given the privilege of teaching and selling golf equipment for additional compensation. Additionally, the county provided Hansen with a house on the Grant Park Golf Course site for $10 per month. Grant Park Golf Course opened for play in the summer of 1920, and in 1921 the Park Commission hired Hansen for an additional five years.

In 1926 the Park Commission appointed Hansen Superintendent of Parks, thus recognizing his effective management of golf course properties. During his tenure, Hansen also designed golf courses at Greenfield Park (1923), Currie Park (1927), Brown Deer Park (1929), and Whitnall Park (1932). Hansen worked for the Milwaukee County Park System for 31 years, 25 of which were spent as Superintendent of Parks. In 1952 Hansen Golf Course was established along the Underwood Creek Parkway and named in honor of George Hansen.

[69] Milwaukee County Park Commission, *Annual Report of the Activities of Milwaukee County Park Commission for 1951* (Milwaukee: Milwaukee County Park Commission, [1952]), n.p; Milwaukee County Park Commission, *Annual Report of the Activities of Milwaukee County Park Commission for 1953* (Milwaukee: Milwaukee County Park Commission, [1954]), n.p.

Alfred Boerner

Alfred L. Boerner served as landscape architect in the Milwaukee County Regional Planning Department from 1926 to 1952. In 1952 he replaced George Hansen as Superintendent of Parks and served in that capacity until 1955. Though Boerner arrived in Milwaukee County shortly after the county parkway system had been conceived, it was many of his designs that made the parkway system a reality. Boerner's designs implemented the proposed plans by Whitnall and the Park Commission and were sensitive to existing topography and the natural features of the site. In most designs he used water as the primary focal point. Additionally, Boerner designed other non-parkway associated parks.

Development of individual parkways and associated parks and golf courses

The following section includes property histories of each of Milwaukee County's nine parkways and associated parks and golf courses that were designed and implemented from 1923 to 1960 and originated in Whitnall's 1923 study. The histories are organized alphabetically by parkway name. Please see the attached *Milwaukee County Parkway System* map for an overview of the parkway and park locations.

Honey Creek Parkway

Whitnall included Honey Creek Parkway in his initial study for the Milwaukee County Parkway System in 1923. By 1925 the Park Commission had accepted early plans for the parkway. The planned segments followed Honey Creek from its confluence with the Menomonee River, south through State Fair Park, and easterly to a branch of the Kinnickinnic River at Hawley Road. The preliminary plans feature a curvilinear road alternating along both sides of the creek with abundant plantings.[70]

Land for the parkway was not acquired until 1931 and 1935. Implementation of the parkway began in 1932 at the confluence of the Menomonee River and Honey Creek. The work required creek relocation and widening, road grading, and bridge construction. CCC and WPA labor completed the creek work and added retaining walls, dams, landscaping, and roads. Stream bank erosion control continued through 1941.[71]

In 1936 Honey Creek Parkway followed Honey Creek from South 84th Street and West Adler Street north to the confluence with the Menomonee River, where it joined the Menomonee River Parkway. The parkway encompassed 82 acres and was in the course of development. During this period the CCC built six masonry veneered reinforced concrete bridges, with stone coming from the Currie Park quarry. Four of these bridges were located on the parkway drive while the other two were located on streets that crossed the parkway. Pictures of these CCC bridges were included in the 1936 Quadrennial Report.[72] Additionally, two CCC camps were located along the Honey Creek Parkway.

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[70] Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report*, 9-11.

[71] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 40; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 64-66; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 113.

[72] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 36, 64-65.

Currently, the parkway drive roughly follows the original plans, from the confluence of Honey Creek and the Menomonee River south to State Fair Park. There is a break in the parkway between State Fair Park in the north and McCarty Park in the south. Additionally, Honey Creek Parkway does not link with the Kinnickinnic River Parkway as originally intended. Segments of the Honey Creek Parkway feature natural plantings, consistent with early development plans. Several of the CCC-built masonry veneered bridges are currently in the process of being replaced with modern spans. Additionally, the creek has been lined in concrete from Wisconsin Avenue, north of State Fair Park, to its southern terminus at 72nd Street.

McCarty Park
Honey Creek Parkway links the Menomonee River Parkway with McCarty Park in West Allis. McCarty Park, previously known as the Eckel Tract, was acquired in 1944 from the City of West Allis and initial development began in 1945. Between 1945 and 1950 McCarty Park was landscaped, a lagoon was excavated, ball fields were laid out, and walks were constructed.[73] The park retains these features.

Kinnickinnic River Parkway
Whitnall first illustrated the Kinnickinnic River Parkway in his 1923 plan for the Milwaukee County Parkway System. Whitnall envisioned connecting the Kinnickinnic River Parkway to the Honey Creek Parkway and Lake Michigan. A plan for a segment of the parkway between Hawley Road in the west and Jackson Park in the east was included in the *First Annual Report*. This plan incorporated the Kinnickinnic River and existing "beautiful woods." The City of Milwaukee was charged with continuing the parkway from Jackson Park east to Lake Michigan. By 1926 the Park Commission had acquired land following the Kinnickinnic River from Jackson Park to Layton Avenue. Although no plan was included in the 1926 annual report, this segment of the parkway was eventually completed. Additionally, the parkway was later extended eastward to South 20th Street. Although Milwaukee County acquired approximately 117 acres for the Kinnickinnic River Parkway between 1937 and 1950, the parkway was never fully extended to Lake Michigan.

Currently, the Kinnickinnic River Parkway drive reaches from its origin in the west at 76th Street through Jackson Park, and ends at 20th Street, on the western edge of the Kinnickinnic Sports Center. Additional discontiguous parcels of county-owned land follow the Kinnickinnic River to Baran Park in the east, located at 1st Street and Lincoln Avenue. However, there is no parkway drive to provide access to these county land holdings, nor are there foot paths, comfort stations, or picnic areas, as found in other sections of developed parkway segments. A concrete liner has been added to the Kinnickinnic River from Jackson Park in the west to the eastern terminus of the parkway. The parkway retains natural plantings along the river and scattered groupings of mature trees, consistent with early development plans.

Unlike other county parkways, the City of Milwaukee maintained almost the entire Kinnickinnic River Parkway until it was transferred to Milwaukee County in 1936. Therefore, the city park board oversaw most of the construction and planning, and the City of Milwaukee Bureau of Public Works administered all federal funding for parkway implementation during the Depression era. In 1935-1936 a drainage system was installed,

[73] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 102, 113-115.

landscaping was completed in Jackson Park, the city constructed sidewalks and roads along the parkway, the creek bottom was cleaned, and dams and cascades were repaired. In 1938-1939 City-administered WPA work included straightening and relocating the river between South 20th Street and South 16th Street, and the construction of masonry retaining walls along this portion of the parkway.[74] Additionally, between 1935 and 1941 WPA labor constructed service buildings, erected a stone arch bridge, and drained and cleaned the lagoons in Jackson Park.[75]

The Kinnickinnic River Parkway connects Jackson Park, the Kinnickinnic Sports Center, Pulaski Park, and Baran Park.

Jackson Park
Jackson Park was acquired by the City of Milwaukee in 1900 and developed by 1915. In 1937 Jackson Park was transferred by the City of Milwaukee to the County Park Commission. Although development plans for Jackson Park were never published, the park closely follows the descriptions given in the City of Milwaukee Board of Park Commissioner's annual reports between 1920 and 1935. A large lagoon, swimming pool with shelter, comfort station, numerous picnic areas, tennis courts and ball fields, and footpaths occupy the park.

Kinnickinnic Sports Center
Following the period of considerable federal funding, the County Park Commission added a new lighted ball field to the parkway, now known as the Kinnickinnic Sports Center. The sports center is located at the eastern edge of the parkway on South 20th Street. Work on the sports center continued from 1948 through 1950 with the addition of a parking lot, dugouts for the ball field, new bleachers, and complete ball field landscaping.[76]

Pulaski Park
Pulaski Park, established in 1920, includes an indoor swimming pool, a comfort station, several basketball and tennis courts, two ball fields, picnic areas, and a commemorative statue of Casimir Pulaski. Development plans are not extant.

Baran Park
Baran Park (1952) is located at the east edge of the parkway. Baran Park features a shelter, modern playground, and several baseball fields. Development plans for the park are not extant.

Lake Michigan Parkway North
Lake Michigan Parkway North is comprised of numerous adjacent parks along the Lake Michigan shoreline, some of which were developed prior to 1923. Although the parkway was included in Whitnall's initial vision of

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[74] City of Milwaukee and W.P.A., *Report of Work Accomplished and Money Expended*, n.p.

[75] Milwaukee County Park Commission, *Reports Made at the 1940 Annual Fall Round-up Luncheon Meeting* ([Milwaukee]: 1940), 12; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 68-69.

[76] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 114-115.

the county parkway system, it was not included in the Park Commission's Annual Report text until 1927. At this time, the Park Commission concerned itself with Lake Michigan Parkway South, from South Shore and Bay View Parks to Grant Park. Comprehensive illustrated plans for the Lake Michigan Parkway North were not included in the Park Commissioners' Annual Reports.

Although several of the parks comprising Lake Michigan Parkway North were established prior to 1923, they were included in Whitnall's initial plan for the parkway system. Moreover, the parks are consistent with the county's park and parkway design and implementation scheme; each borders the water feature of Lake Michigan, retains a mixture of dense natural vegetation and groupings of mature trees, and provides passive and active recreational facilities. Lincoln Memorial Drive, completed in 1930, provides vehicular access to the parks encompassed by the parkway: Lake Park, Bradford Beach, McKinley Park, Veteran's Park, and Juneau Park.

Lake Park
Lake Park was designed and developed in 1892. The northernmost park of Lake Michigan Parkway North, Lake Park is a National Register-listed park designed by Frederick Law Olmsted.[77]

Bradford Beach
Bradford Beach includes a large public beach on the shore of Lake Michigan and a public bathhouse constructed c.1945.

McKinley Park
McKinley Park was acquired in 1887 as Flushing Tunnel Park. Its origin is tied to public sanitation improvement. Flushing Tunnel was built in the mid-1880s under McKinley Park to back flush the Milwaukee River.

Veteran's Park
Veteran's Park is located immediately adjacent to McKinley Park. The park includes a lagoon located along Lincoln Memorial Drive, pedestrian paths, and modern memorials.

Juneau Park
Juneau Park was initially acquired in 1872. However, plans for the park were developed in October 1870 by nationally-recognized landscape architect, H.W.S. Cleveland. Cleveland recommended walkways, spring-fed streams, drainage, plantings, and a shoreline retaining structure for this challenging location.

Lake Michigan Parkway South
Lake Michigan Parkway South is comprised of numerous adjacent parks along the Lake Michigan shoreline, some of which were developed prior to 1923. Although the parkway was included in Whitnall's initial vision of the county parkway system, it was not included in the Park Commission's Annual Report text until 1927. At this time, the Park Commission focused on the portion of the parkway between South Shore and Bay View Parks to Grant Park. Comprehensive illustrated plans for the Lake Michigan Parkway South were not included in the Park Commissioners' Annual Reports.

[77] Additional information for Lake Park is available in the National Register nomination.

Although several of the parks comprising Lake Michigan Parkway North and South were established prior to 1923, they were included in Whitnall's initial plan for the parkway system. Moreover, the parks are consistent with the county's park and parkway design and implementation scheme; each borders the water feature of Lake Michigan, retains a mixture of dense natural vegetation and groupings of mature trees, and provides passive and active recreational facilities. Lake Drive provides vehicular access to the parks encompassed by the parkway: Cupertino Park, South Shore Park, Bay View Park, Sheridan Park, Warnimont Park, and Grant Park.

Cupertino Park
Cupertino Park, located in the northern portion of the Lake Michigan Parkway South, does not have extant development plans.

South Shore Park
The City of Milwaukee acquired South Shore Park from the Village of Bay View in 1909. However, initial development of the park did not begin until 1920. Development continued into the 1930s and a bathhouse was constructed in 1934. Development plans for South Shore Park are not extant.

Bay View Park
Bay View Park, located in the northern portion of the Lake Michigan Parkway South, does not have extant development plans.

Sheridan Park
Milwaukee County drafted a development plan for Sheridan Park in 1932, which included athletic facilities, a formal garden, and lagoon. By 1937 Sheridan Park included a bathhouse, pavilion, bandstand, and several service buildings. Moreover, the park accommodated baseball, football, horseshoes, softball, volleyball, tennis, swimming, picnicking, concerts, tobogganing, ice hockey, and skating. A CCC camp marker located in the park identifies the location of one of Milwaukee County's six CCC camps.[78] Currently, Sheridan Park closely follows its 1932 development plan. Tennis courts, a swimming pool, an athletic field, football field, and lagoon occupy the sites designated on the original plan. A formal garden, bandstand, and island in the lagoon are the only park elements that were either not implemented or are not extant. Additionally, the location of Sheridan Drive follows the roadway identified as "Lake Michigan Parkway" on the development plan.

Warnimont Golf Course
Warnimont Golf Course, located south of Sheridan Park, was developed in 1958.

Grant Park
Grant Park was acquired in 1910. The County Park Commission published a development plan for Grant Park in the 1925 *Second Annual Report.* By 1926 the park was the largest in the county system, encompassing approximately 400 acres. Grant Park included bathing beaches, baseball diamonds, a track, pavilion, picnic grounds, nursery, and tourist camp with access from Lake Drive (previously Highway 15). At this time, the

[78] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 34, 59.

intention of the county was to develop the park in its natural and wild state, while conserving its rural qualities. Work continued in Grant Park through the 1940s. By 1937 the park included a bathhouse, service buildings, five dwellings, a greenhouse, band stand, pavilion, and shelters. Moreover, Grant Park provided facilities for baseball, football, softball, tennis, hiking, horseback riding, picnicking, swimming, camping, and nature study.[79] Currently, Grant Park generally follows its 1925 development plan. Comfort stations and picnic shelters are intact and recreational facilities, such as ball fields and tennis courts, are extant. Camp Wil-O-Way has been added to Grant Park.

Grant Park Golf Course
Established in 1920, the Grant Park Golf Course was the first golf course developed by Milwaukee County. The 18-hole course was designed by George Hansen and includes a Queen Anne-style club house, which was a private residence prior to 1920.

Lincoln Creek (previously Mud Creek) Parkway
The first plans for the Lincoln Creek Parkway were included in the *First Annual Report* and illustrate the parkway connecting with the Milwaukee and Menomonee River Parkways. These preliminary plans followed Lincoln Creek from Green Bay Road southeast to 32nd Street and Hampton Road in North Milwaukee. Additional segments followed Lincoln Creek to Sherman Boulevard and then west to North Fond du Lac Road. The plans included curvilinear drives along the north side of the creek and abundant plantings.[80] The western extent of the Lincoln Creek Parkway, which would link with the Menomonee River Parkway, was not completed. Currently, the parkway drive is discontiguous. A segment of roadway follows the north side of Lincoln Creek from 60th Street east to 48th Street, and a short segment follows the south side of Lincoln Creek from 27th Street east to Lincoln Park. Tree plantings and vegetation are more dispersed than originally planned. Minor changes to the parkway include the addition of a concrete liner to Lincoln Creek and the addition of modern pedestrian bridges throughout the parkway segment.

Like most of the parkways, major implementation did not begin until the advent of federal funding in the 1930s. By 1942 city-administered WPA labor completed erosion control along Lincoln Creek by deepening and widening the channel and adding retaining walls and slabs at sewer outfalls and bridges. Work occurred along Lincoln Creek from West Congress Street to North 27th Street.[81] In 1948 and 1949 the Park Commission completed additional street improvements to unspecified portions of the parkway.[82]

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[79] Milwaukee County Regional Planning Department, *Second Annual Report*, 44; Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1926* (Milwaukee: Milwaukee County Regional Planning Department, 1927), 9-10; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 32.

[80] Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report*, 15-18.

[81] City of Milwaukee and W.P.A., *Report of Work Accomplished and Money Expended*, n.p.

[82] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 114.

Lincoln Creek Parkway connects Meaux Park, Lincoln Park, and the Milwaukee River Parkway.

Meaux Park
Meaux Park, which is located just west of Lincoln Park, features an open clearing with vegetation along its southern border. Meaux Park was originally developed as part of Lincoln Park.

Lincoln Park
Lincoln Park is discussed below for its association with the Milwaukee River Parkway.

Menomonee River Parkway
Whitnall's original vision for a county parkway system illustrated the Menomonee River Parkway connecting with the Honey Creek, Underwood Creek, and Lincoln Creek Parkways. The *First Plans for a Parkway System for Milwaukee County* included several portions of the Menomonee River Parkway between the Grand Avenue Viaduct (Wisconsin Avenue) and 59th Street, and between Harmonee Avenue and Swan Boulevard. The initial segment between the Grand Avenue Viaduct and 59th Street was intended to be the starting point of the entire county parkway system. Preliminary plans included a curvilinear drive along the north and south sides of the river and abundant plantings.[83] Although it was intended to be the starting point of the entire "Emerald Necklace," this initial scheme was not executed.

The *Second Annual Report* of the Milwaukee County Planning Department included a plan for the connection of the Honey Creek and Menomonee River Parkways through Wauwatosa. This segment connected with the west end of the 1924 plan that followed the Menomonee River to 59th Street.[84] Additional discontiguous segments of the Menomonee River Parkway, located north of the confluence of Honey Creek and Menomonee River, were planned from 1924 to 1930.

Land acquisition for the Menomonee River Parkway began in 1926, with additional property acquired through the 1930s.[85] Work began on the parkway in 1929 and 1930 in the area between North Avenue and Currie Park. Work included grading, seeding and planting, and incorporating existing shade trees into the design. Additional development included a lagoon, bridle path, pedestrian walks, and stonework. These were the earliest parkway projects completed in Milwaukee County.[86]

Additional land along the Menomonee River was acquired by Milwaukee County in 1930 and 1931 through condemnation. The Honey Creek connection with the Menomonee River Parkway in Wauwatosa was begun in late 1932 and taken over by CCC labor in July 1933. CCC labor completed work from the confluence of the

[83] Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report*, 5, 7.

[84] Milwaukee County Regional Planning Department, *Second Annual Report*, 25.

[85] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 35.

[86] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report: 1929-1930* (Milwaukee: Court House, 1930), 24, 28.

Honey Creek and Menomonee River to Jacobus Park. Work included constructing stone-faced bridges and masonry retaining walls to prevent erosion, and both projects used quarried stone from Currie Park.[87]

In 1935 and 1936 the county acquired additional land for the parkway. The CCC began work on the section south of North Avenue in January 1936. The project included grading, relocating the river channel, stone and masonry work, and the construction of a reinforced concrete bridge at Swan Boulevard. A small stone service building/comfort station was also constructed.[88] Currently, the parkway is relatively intact and has had few alterations since work began in 1929. The parkway retains many original features, including lagoons and stone retaining walls. Modern additions, such as the recent bridges that span the river and parkway drive, ensure that the parkway system will continue to function into the twenty-first century.

The Menomonee River Parkway links Currie Park, Currie Golf Course, Hoyt Park, Jacobus Park, and Doyne Park. Doyne Park and its associated golf course were developed in the 1970s, outside the period of significance.

Currie Park
Milwaukee County acquired the land for Currie Park, associated with the Menomonee River Parkway, in 1918, prior to the development of parkway plans. The acquired farmland was initially used as Milwaukee County's first aviation field, but after the airport was moved to Cudahy, the Park Commission developed a golf course on the old aviation field. In 1926 Currie Park was incorporated into the parkway system and a golf course was established in 1927. By 1936 the park contained a dwelling, three miscellaneous buildings, two refectory stands, one pumphouse, and three mechanical shelters. Moreover, by this time the park also provided facilities for skiing, tobogganing, and playgrounds.[89] Currie Park retains its recreational areas, green space, and plantings of trees, shrubs, and perennials.

Currie Golf Course
Established in 1927, Currie Golf Course originally included a stone farmhouse that was remodeled into the clubhouse. Numerous evergreens, elms, and shrubs were planted throughout the park and 18-hole golf course by 1927.[90] The clubhouse suffered fire damage and was replaced with another structure between 1929 and 1930.[91]

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[87] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 64, 66.

[88] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 35, 68.

[89] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 31.

[90] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1927* (Milwaukee: Milwaukee County Regional Planning Department, 1928), 15.

[91] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report: 1929-1930*, 14.

Hoyt Park
Hoyt Park was acquired between 1926 and 1936 because of its strategic position in relation to the parkway system. The park's primary attraction between 1926 and 1928 was its significant growth of shade trees.[92] The County Park Commission's early plans for Hoyt Park included a swimming pool, bathhouse, pedestrian bridge, and stone retaining walls (all extant) crossing the river. The CCC also constructed a stone suspension foot bridge leading from the parkway to Hoyt Park.[93] Hoyt Park retains its recreational areas, green space, and plantings of trees, shrubs, and perennials.

Jacobus Park
Milwaukee County acquired Jacobus Park, previously known as Sholes Park, between 1910 and 1934. It was eventually incorporated into the parkway system when the Honey Creek and Menomonee River Parkway connection was planned and implemented. Milwaukee County labor began work in Jacobus Park in 1932. Following the installation of CCC labor on the Honey Creek Parkway in 1933, CCC workers began improving the Menomonee River Parkway Drive through Jacobus Park. Work included grading, relocating, deepening, and widening the river channel; stone masonry work; and the construction of a footbridge to connect Jacobus Park to an athletic area on the north side of the Menomonee River. A picnic shelter was also added on the south bank of the park lagoon with funding by CWA and FERA.[94] Between 1935 and 1942 WPA-employed workers, under the supervision of Milwaukee's City Engineer, constructed masonry retaining walls along the Menomonee River as part of a flood mitigation project. Stone for the project was quarried from the Currie Park and Hawley Quarries. In 1940 work included the removal of existing concrete retaining walls between North 43rd Street and North 51st Street and the erection of masonry walls.[95] Jacobus Park retains its recreational areas, green space, and plantings of trees, shrubs, and perennials.

Milwaukee River Parkway
Whitnall's early vision for the Milwaukee County Parkway System included portions of the Milwaukee River Parkway, which would extend to the northern border of Milwaukee County. The first plan, which followed the Milwaukee River from Estabrook Park north through Lincoln Park to Green Bay Road, was published in the *First Annual Report*. The preliminary plan included curvilinear drives and three islands in the Milwaukee River. However, major implementation did not begin until 1933, when the county began acquiring land for the parkway.

The Milwaukee River Parkway links Estabrook Park, Lincoln Park, and Kletzsch Park, which is located near the northern terminus of the parkway. The parkway encompassed nearly 23.1 acres in 1936, while in the course of development.[96] In 1949 and 1950 the Park Commission began developing an additional segment of

[92] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report*, 18.

[93] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 68-70.

[94] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 64, 66.

[95] City of Milwaukee and W.P.A., *Report of Work Accomplished and Money Expended*, n.p.

[96] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 36.

parkway from the Chicago and North Western Railroad near the southern border of Kletzsch Park south to Silver Spring Road. The county also completed street improvements during this period.

The parkway currently extends from Kletzsch Park through Estabrook Park. Although the parkway drive ends at Capitol Drive on the southern edge of Estabrook Park, additional discontiguous county-owned parcels of land follow the western side of the Milwaukee River between Kern Park (1915) and Gordon Park (1915). However, the County Park Commission did not issue development plans for a southern portion of the parkway in their early reports, nor were Kern Park or Gordon Park mentioned in association with the Milwaukee County Parkway. Plantings, an original parkway roadway, and associated parks are intact and still used for passive and active recreation. The northern extent of the original plan for the parkway was not implemented.

Estabrook Park
Estabrook Park was acquired between 1916 and 1931. The County Park Commission completed a topographic survey and preliminary layout survey of this existing park in 1924, and by 1926 the park included a tourist camp and ball field. A revised comprehensive plan that showed outlines of plantings and locations of walks and roads was completed in 1926 and illustrated in the County Park Commission's annual report. Improvements to the park, according to the 1926 plan, were begun in 1927 and included the removal of old buildings and the development of a baseball diamond, tennis courts, and foot paths.[97] Between 1929 and 1930 the park drive was constructed, numerous trees and shrubs were planted, and three picnic grounds were prepared and equipped with tables and benches. Additionally, a bridle path, pedestrian walks, ravine bridges, and a new mechanical building were in the process of being built.[98] During 1931 and 1932 a lagoon near the center of Estabrook Park was completed with relief labor and a bathing beach with a temporary bathhouse was developed along the Milwaukee River. Two timber foot bridges with limestone abutments were built over the lagoon and over the ravine.[99] Finally, work relief efforts helped to complete two concrete tennis courts, a stone and timber picnic shelter, and a combination comfort station and service building between 1933 and 1937.[100] In 1938 the WPA completed a special project that involved moving the oldest frame house in Milwaukee, the Kilbourntown House, to Estabrook Park and restoring it for use as a museum.[101] Currently, Estabrook Park generally adheres to the preliminary plan executed in 1926. Additional provisions were made for comfort stations, recreational facilities, and picnic areas.

Lincoln Park
The City of Milwaukee acquired the land for Lincoln Park in 1915 and later transferred it to Milwaukee County. The County Park Commission included a preliminary plan for the park, in conjunction with a plan for the

[97] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1927*, 15.

[98] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report: 1929-1930*, 17-19.

[99] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 15-21.

[100] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 51-52.

[101] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 69; "Milwaukee County, Registry Number 406981," in *Works Progress Administration Project Card File Record* (N.p.: 1938), n.p.

Milwaukee River Parkway, in its *First Annual Report*. The plan outlined plantings, pedestrian walks, and buildings. Major work in the park and along the river was completed with work relief labor. During 1933 and 1934 CWA labor relocated the Milwaukee River in Lincoln Park by excavating a new channel for flood control. A large lagoon with four islands was constructed in the park. Masonry-veneered reinforced concrete bridges connected the largest island to the parkway drive towards Kletzsch Park. In 1937 a city-administered WPA project continued the rerouting of the Milwaukee River at Lincoln Park to eliminate horseshoe bends that frequently caused ice jams during the spring thaw. From 1933 to 1940 CWA, CCC, and WPA labor removed a six-foot rock bed from the Milwaukee River to better enable the flow of water. Excavated limestone was used to build a dam near Estabrook Park and for roads, trails, and tennis courts throughout the parkway system. [102] Lincoln Park generally follows the original plan, although the parkway drive was sited differently.

Kletzsch Park

Milwaukee County acquired Kletzsch Park between 1918 and 1934. However, details of the County Park Commission's development of the park are not included in annual reports until 1932. During 1931 and 1932 the County Park Commission constructed a temporary foot bridge carrying a foot path across the mill race and a frame bathhouse near the Milwaukee River swimming beach.[103] Between 1933 and 1936 a new park pavilion with Swiss architectural features was built atop the bluff and near the center of Kletzsch Park's picnic area. At this time, CCC labor landscaped Kletzsch Park and constructed a limestone-faced replacement dam.[104] By 1936 the park included a bathhouse, eleven comfort stations, a pavilion, dwelling, garage, refectory stand, and three miscellaneous buildings within its 103 acres. Moreover, Kletzsch Park offered provisions for football, baseball, skating, hockey, tobogganing, picnicking, horseshoes, softball, volleyball, boating, hiking, and swimming.[105]

Oak Creek Parkway

Whitnall included the Oak Creek Parkway in his 1923 vision for the Milwaukee County Parkway System. The parkway was to connect Grant Park, the southernmost park of Lake Michigan Parkway South, with the Root River Parkway. However, the first segment was not adopted by the county board until 1926. Land for this unit of parkway, which followed Oak Creek from Lake Michigan to the Chicago and NorthWestern Railroad bridge, just west of 11th Avenue, was acquired by means of condemnation and an assessment of benefits and damages in 1930. Landowners dedicated additional land in 1932, 1934, and 1936.[106]

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[102] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 51-52; "Milwaukee County, Registry Number 342449," in *Works Progress Administration Project Card File Record* (N.p.: 1937), n.p.; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 67, 71.; City of Milwaukee and W.P.A., *Report of Work Accomplished and Money Expended*, n.p.; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 51-51.

[103] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 17, 19, 21.

[104] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 55-56.

[105] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 33.

[106] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1926*, 40; Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report: 1929-1930*, 39; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 36.

In 1929 and 1930 the planning department prepared plans for the parkway unit, which included sketches for five limestone veneered bridges. The *1931-1932 Biennial Report* included a plan for the junction of Grant Park and Oak Creek Parkway. This plan included a curvilinear drive that alternated along the north and south sides of the creek and abundant plantings. During 1931 and 1932 DOR workers laid more than a mile of macadam pavement from Grant Park to North Chicago Avenue. Additionally, workers constructed concrete curb and gutters, installed storm sewers, and laid black-top walks. This unit of parkway was completed in 1936 and included one shelter, lagoon, ravine, dam, 1 ¾ mile of drive, and a bridle path. By 1936 the parkway encompassed 99.3 acres of land.[107]

WPA-funded labor completed erosion control along Oak Creek with the addition of retaining walls and the widening and deepening of the creek channel in 1943. In 1948 a footbridge near the mouth of Oak Creek connecting Grant Park to South Milwaukee Yacht Club was constructed. After federal funding ceased, the Park Commission added a parkway segment along Oak Creek from Rawson Avenue to the railroad tracks west of Pennsylvania Ave. Work began in 1949 and the segment was completed in 1956.[108] After 1960 Milwaukee County continued to acquire discontiguous parcels of land along Oak Creek.

Currently, the initial segment of the parkway generally follows the development plan included in the 1931-1932 *Biennial Report*. It retains a pitch-and-putt golf area, lagoon, picnic areas, and mix of dense vegetation along the creek and open clearings for recreational space. A parkway drive follows Oak Creek, alternating on both sides of the creek, from Grant Park to Rawson Avenue and 16th Street. However, the parkway does not connect to the Root River Parkway.

Root River Parkway

Whitnall's original vision for the county parkway system included the Root River Parkway. However, the first plans for the parkway were not offered until 1928 and illustrated plans were not included in the Park Commission's annual reports. The preliminary plans followed the Root River from Greenfield Park to Oklahoma Avenue.[109] Although land acquisition began in 1929, implementation of the parkway plans did not occur until county relief funding was made available in 1931.

Early DOR work focused on grading and planting the river banks to minimize flood effects. DOR workers widened and deepened sections of the creek and added retaining walls in 1931 and 1932. The greatest amount of work on the parkway was completed with federal funding beginning in 1933, when a CCC camp opened in Whitnall Park, adjacent to the Root River Parkway. By 1936 the parkway followed the Root River

[107] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report: 1929-1930*, 43; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 41; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 36.

[108] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 113-115.

[109] Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report*, 36; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 22.

from West Lincoln Avenue southeast to West Oklahoma Avenue, and from West Layton Avenue southeast to South 84th Street. In 1936 it encompassed 143.9 acres and was in the course of development.[110]

In 1937 the U.S. government transferred 534 acres from the Village of Greendale to the county park system for the Root River Parkway. Work began immediately and included grading, construction of roads and vehicular bridges, and landscaping. By 1938 over four miles of parkway had opened to the public. Work on the parkway continued through the 1940s and primarily involved drainage and roadway work.[111] The Root River Parkway retains dense natural vegetation along the river, interspersed with clearings and groupings of mature trees. For the segment of the parkway between Greenfield Park in the north and Old Loomis Road (US 36) in the south, circulation patterns are intact, including the vehicular parkway drive and footpaths. South of the parkway drive's terminus at Old Loomis Road, discontiguous parcels of county-owned land follow the Root River. Although there is no vehicular access to the southern and southeastern portion of the parkway, a trail provides pedestrian access to the river and county-owned parkway land. Picnic areas along the parkway are extant.

The Root River Parkway connects Greenfield Park and Whitnall Park with the Oak Creek Parkway.

Greenfield Park
Greenfield Park was purchased by the county in 1921, and by 1936 the park encompassed 278 acres. Greenfield Park is mentioned in the Milwaukee Regional Planning Department's *First Annual Report*. During 1924 the County Park Commission drew a plan for tree plantings and by 1926 work had begun on the park. An 18-hole golf course with a clubhouse, designed by George Hansen in 1923, and lawn tennis courts were constructed at the northern extent of the park. The original clubhouse was a farm house that had been remodeled for its new public function. The southern extent of the park was well wooded in 1926 and was being equipped with picnic and recreational facilities. Between 1933 and 1934 the CWA completed a concrete pool. By 1936 Greenfield Park included a bathhouse, service buildings, a dwelling, six comfort stations, a lagoon, two warming basins, and two ponds. Moreover, the park had recreational facilities for baseball, horseshoes, boating, swimming, ice hockey, skating, golf, and picnicking.[112] The park retains many of its features, including the lagoon, swimming pool, ball fields, open play areas, and dense plantings of natural hardwoods. Modern improvements to the swimming pool and shelter ensure the continued use of the park.

Whitnall Park
Whitnall Park was acquired by the county between 1929 and 1933, and by 1936 it encompassed 612 acres. The park was first mentioned in the *1931-1932 Biennial Report.* Although a general development plan had not

[110] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 22; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 36.

[111] Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 70, 113-115; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 63.

[112] Milwaukee County Regional Planning Department, *First Annual Report*, 32; Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1926*, 12-13; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 32; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 67.

been drafted at that time, implementation during 1931 and 1932 included the excavation of a lagoon, construction of a concrete arch bridge, and development of picnic groves with fireplaces. By 1936 Whitnall Park included an arboretum and botanical gardens with numerous buildings, three dwellings, five comfort stations, several mechanical shelters, and facilities for baseball, horseshoes, hiking, skating, skiing, golf, and picnicking. Many of these buildings are extant. Additionally, during this period a CCC camp was established in Whitnall Park to work on construction in the Root River Parkway and Whitnall Park. There is an extant CCC building located south of Boerner Botanical Garden.[113] A modern visitor's center for the botanical garden ensures the facility will continue to meet the needs of park visitors.

Whitnall Golf Course
George Hansen designed the 18-hole Whitnall Park Golf Course, which opened to the public in 1932. The course includes a fieldstone clubhouse, constructed c.1932.

Underwood Creek Parkway
Whitnall's original vision for the county parkway system illustrated Underwood Creek Parkway connecting the Menomonee River Parkway and Hansen Golf Course (1952) with Greenfield Park (1921). The first illustrated plans of Underwood Creek Parkway were published in the 1925 *Second Annual Report*. The preliminary plans followed the creek from its junction with the Menomonee River south to Greenfield Park. The initial plans included a ford over the creek just south of the junction with the Menomonee River and a curvilinear drive that followed the course of the creek. However, the adjacent railroad corridor and premature planting along the creek valley made initial development more difficult than other parkways.[114]

Like many of the Milwaukee County parkways, implementation of the parkway plans did not occur until federal relief funding was made available. Land for the parkway was not acquired until 1935 and 1936, when the Park Commission received the strip of land following Underwood Creek between Mayfair Road (STH 100) and Swan Boulevard. The area was given the name "Sholes Unit of the Underwood Creek Parkway." The CCC began improvements, which included grading, installing storm sewers, and constructing of masonry retaining walls in areas with irregular topography. The grading plan provided for a westward extension of the parkway beneath the Mayfair Road grade separation. A small stone building (extant), which included a service room and shelter, was also erected.[115]

In 1936 Underwood Creek Parkway included two sections: Swan Boulevard to Mayfair Road and North 119th Street to Bluemound Road. The parkway encompassed 110.5 acres and included one shelter. CCC work was

[113] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 13-18; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 19, 35; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 35.

[114] Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report*, 12, 18.

[115] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 37, 70.

ongoing at this time and resulted in at least one stone masonry and reinforced concrete bridge connecting the Menomonee River and Underwood Creek Parkways.[116]

During the 1960s Underwood Creek was altered with the installation of a concrete liner that greatly altered the natural path of the creek and created a linear corridor. In the portion west of 115th Street, the creek was also relocated south of the Canadian Pacific Railroad. The parkway currently extends from the Menomonee River to Rainbow Avenue, rather than Greenfield Park. A discontinuous parkway drive follows the east side of Underwood Creek, from its confluence with the Menomonee River south to Watertown Plank Road. Circulation patterns are intact and vegetation interspersed with clearings for recreation is extant in the parkway landscape. Modern additions to Underwood Creek Parkway, such as the introduction of modern overpass bridges and alterations to the creek course, ensure the parkway will continue to be used in the twenty-first century.

Hansen Golf Course
Hansen Golf Course, which is operated by Milwaukee County, was established along the Underwood Creek Parkway in 1952 and named after George Hansen. The 18-hole course is located on the north side of the parkway drive. A modern clubhouse building was added in 1979 and the course underwent further improvements at this time.

Greenfield Park
Greenfield Park is discussed above, in conjunction with the Root River Parkway.

Conclusion

The Milwaukee County Parkway System was first initiated in 1923 by Whitnall and local promoters in an effort to develop a park and parkway system throughout Milwaukee County. The County Park Commission advocated developing a vast parkway system for five reasons: to relieve urban congestion, provide hygienic landscapes to improve health, provide space for outdoor recreation by linking park units that contain facilities for passive and active recreation, increase adjacent property values, and control flood-prone watersheds. In this aspect the Parkways represent the area of Community Planning and Development. Although planning began as early as 1923, implementation of the parkways was largely completed with local and federal government work relief support from 1930 through 1942. Improvements to the parkway system continued through the 1950s, particularly with the provision of active recreational facilities such as ball fields. Development and improvements within the parkways, parks, and golf courses continue through the present day, including upgrade of recreational facilities, and the transportation infrastructure.

The parkways also represent the work of the federal work relief programs. Worker camps were located in the parks and many of the structures are the products of these programs. Furthermore, the parkways and their associated parks reflect trends in landscape architecture and design, especially the naturalistic approach to design promoted by Jens Jensen and other landscape designers of the Midwest and the rustic approach to design favored in federal work relief projects. The parks and parkways make use of natural materials for the

[116] Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 37; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 68-70.

construction of buildings and structures, and emphasize naturalistic planting methods both in the choice of planting materials and in their placement.

F. ASSOCIATED PROPERTY TYPES

Description

Three major property types are addressed within this multiple property document: parkways, associated parks, and golf courses. These are interrelated features of the larger Milwaukee County Parkway System. Each of the property types serves a unique function and has distinct design qualities. The following descriptions outline the characteristics of each property type.

Parkways

Milwaukee County parkways are designed landscapes that follow watershed features, contain a limited-access curvilinear vehicular roadway, and link parks as well as recreational and cultural components. Parkways are characterized by their dual functions as part of an urban transportation system for pedestrian and vehicular traffic and their planned aesthetic and recreational function. The Milwaukee County parkways were intended to twice encircle the county and connect parks within the region while following watershed features. Although the parkway system, as implemented, does not fully encircle the county, vehicular roadways and pedestrian trails provide a public circulation system throughout the county.

As designed landscapes, vegetation and other features, such as stone retaining walls, are used to enhance the roadway and the adjacent watershed features. Parkways vary in the breadth of land provided on either side of the roadway. Existing plants and trees have been incorporated into the design and additional plantings and groupings of trees have been added. In most cases, natural vegetation has been used along the watershed features to provide flood control. Wider spaces between parkway roads and watershed features often include picnic areas or open space with mowed grassy areas and scattered tree plantings.

The parkways also contain drainage and engineering structures, buildings, furnishings, lighting, and signs. Much of the parkway's infrastructure follows the vision of Whitnall and was constructed by federal relief labor, depicting the rustic design aesthetic of the Depression era. The use of native materials and handcrafted masonry finishes, including limestone, is characteristic of this approach to design and is prominent throughout the parkways, serving as a unifying feature of these designed landscapes. Culverts and retaining walls provide flood and erosion control as well as drainage solutions along county parkways. The retaining walls that line waterways are most often constructed in native limestone from the Currie Park Quarry and Hawley Quarry. The culverts also received an aesthetic treatment by the application of stone facing on the headwalls.

Vehicular and pedestrian bridges, many of which were constructed as Depression era work relief projects, provide critical links in the parkways' circulation system. The vehicular bridges are typically concrete structures faced with native limestone with rock faced finish laid in a random ashlar pattern. Many of these bridges have aesthetic treatments, including segmental arch headwalls and decorative parapets. Pedestrian bridges are typically timber or native stone, which blend into the natural setting. The rustic design aesthetic of the bridges, culverts, and retaining walls contribute to the overall parkway characteristics.

Buildings within the parkway system include comfort stations, picnic shelters, and maintenance buildings. Many of these structures were built with federal work relief labor and reflect the Depression era period of construction through the use of local materials, including limestone and timber, handcrafted workmanship, and

rustic-style designs. As a result, the buildings complement other parkway features and contribute to the overall design aesthetic of the parkway.

Site furnishings, such as picnic tables and benches, serve as recreational provisions in the parkway landscape. Finally, parkways often include signage and lighting, which help to guide the parkway driver along the route and identify entrances to the roadway, picnic areas, shelters, and recreational facilities. Although the signage and lighting are modern, they are used consistently throughout the parkway network and do not detract from the original design.

Each of these characteristic features defines the parkway system: circulation systems, vegetation, watershed features, engineering structures, bridges, buildings, and furnishings. The overall design aesthetic, which includes rustic design, handcrafted stone finishes, and local, natural materials, also defines the parkway system. The presence of these characteristic features and unifying aesthetics allow an individual parkway within the system to represent this property type.

Associated Parks

Associated parks are open spaces planned and designed for recreational and leisure activities as part of the Milwaukee County Parkway System. Although some of the earliest county parks, such as Lake Park and Jackson Park, pre-date the parkway system, they were included in Whitnall's 1923 vision for a unified system of public green space. As parkway implementation began, these parks became associated with the county-wide parkway system. The majority of these parks are connected to the system by parkway roads and are located adjacent to a water feature, including rivers, creeks, or Lake Michigan. Generally, parkway-associated parks in Milwaukee County have a planned landscape design, including lagoons, plantings, foot paths, buildings, monuments, and recreational facilities.

Although Milwaukee County parks vary in size, common to most of these deigned landscapes are curvilinear walks or foot paths with pedestrian bridges over water features, informal groupings of plantings and trees, and the use of naturally occurring and man-made settings, such as existing watershed features and man-made lagoons. Many of the park improvements and developments were completed by federal relief workers during the 1930s and early 1940s. The parks generally feature a unified rustic design aesthetic that is depicted in the use of native stone and timber, and handcrafted finishes in the construction of buildings, bridges, and retaining walls.

The parks were planned to serve a function within the overall urban context. Many include provisions for passive and active recreation or cultural offerings, such as picnic shelters and comfort stations, swimming pools, ball fields, and arboretums or monuments. Most of these features comprise a significant part of the designed landscape in county parks, such as Greenfield and Sheridan parks. Additionally, cultural offerings are provided in Whitnall Park, which contains an arboretum and botanical garden, and Pulaski Park, which includes a commemorative statue of Casimir Pulaski, among others. The buildings associated with these provisions, such as bathhouses, feature the rustic design and were constructed with local stone and timber and as well as handcrafted masonry finishes. These buildings contribute to the overall design aesthetic of the parks.

The development of Milwaukee County parks was part of a county-wide effort to provide recreational and natural amenities to a growing region. Each of these characteristics defines the parks' association with the county parkway system: vegetation, water features, foot paths, bridges, buildings, furnishings, recreational facilities, monuments, and cultural offerings. The presence of these features allows an individual park within the county system to represent this property type.

Golf Courses

The Milwaukee County Parkway System provides vehicular access to county-owned golf courses via parkway roads. These are publicly accessible, designed recreational facilities. Although some of the earliest county golf courses, such as Grant Park Golf Course, pre-date the parkway system, they were included in Whitnall's original vision for a unified system of public green space. As parkway implementation began, these golf courses became associated with the county-wide parkway system. This property type contributes to the recreational function of the system.

The golf courses vary in layout and topography; however, they contain a set of definable components or characteristic features. Moreover, a golf course landscape evolves over time. It is primarily defined by the circulation pattern of the holes and manipulation of topography, natural elements, and artificial features to challenge the player. By the 1940s, regulation golf courses had 18 holes and a total length between 5,000 and 7,000 yards. Each of the 18 holes includes a teeing ground, fairway, and rough. Each hole also includes hazards, or obstacles, such as bunkers and water features, that make it more or less difficult. The golf course landscape may also include practice putting greens and driving ranges.

Additionally, the club house, which may have been a pre-existing residence, an architect-designed building, or a more modest structure, is a major component of golf courses. Club houses within the Milwaukee County Parkway System depict a range of architectural styles, including those that were popular during the early twentieth century, such as the Queen Anne style club house at the Grant Park Golf Course, and more modern structures added in the mid-twentieth century, such as the contemporary style club house at the Hansen Golf Course.

Secondary features on golf courses include water fountains, ball cleaning stands, benches, maintenance buildings, bridges, and fences. Finally, with the advent of the golf cart in the 1950s, networks of paved roads were built to facilitate movement through the 18-hole course.

Golf courses are frequently improved to provide new challenges for the golfer and as well as modern amenities. However, if the overall recreational function and layout of the course reflect the period of construction, the golf course would represent this property type.

Significance

The Milwaukee County Parkway System is related to the growth of an urban park and boulevard movement, which began in the 1870s and continued into the first half of the twentieth century. Milwaukee County responded to the need for a connected system of public green space after Whitnall promoted his vision for a unified county parkway system in 1923. The Park Commission advocated developing a vast parkway system for five reasons: to relieve urban congestion, provide hygienic landscapes to improve health, provide space for

outdoor recreation by linking park units containing facilities for passive and active recreation, increase adjacent property values, and control flood-prone watersheds.

Parkways, parks, and golf courses under the jurisdiction of the Milwaukee County Park Commission are publicly owned and maintained, having been acquired by purchase, donation, or through other means. Some Milwaukee County parks and golf courses pre-date the establishment of the parkway system in 1923 but should be evaluated within this historic context if they were incorporated into the parkway system and achieved significance due to this association. The City of Milwaukee began to develop public park land in the 1870s and 1880s as a national parks movement began to take place. Many of these city parks, such as Juneau Park, Lake Park, and McKinley Park, were later included in the 1923 Milwaukee County Parkway design. Additionally, as early as the 1910s and 1920s, Milwaukee County responded to growing public interest in recreational facilities, particularly in golf. During this time, Milwaukee County hired George Hansen to design and supervise construction of the Grant Park Golf Course. During his 31-year tenure with the Park Commission, Hansen designed golf courses at Greenfield (1923), Currie (1927), and Whitnall (1932) Parks that became associated with the Milwaukee County park system.

During the Depression, Milwaukee County extensively used federal work relief programs to expand its parkway system. The CWA, CCC, and WPA programs funded and built numerous parkway improvements throughout the system, including additions to both parks and parkways. Moreover, work relief camps were established in Honey Creek Parkway, Sheridan Park, Whitnall Park, Estabrook Park, and Kletzsch Park to further relief efforts.

Milwaukee County parkways, parks, and golf courses that are eligible for listing under this multiple property context can be significant under *Criterion A* for their association with events that have made a significant contribution in the areas of community planning and development and government. The development of the parkway system was part of an overall effort by the City and County of Milwaukee to provide essential recreational and aesthetic amenities to a growing region. The parkways, parks, and golf courses played a significant role in the development of the county's public circulation system and in implementing Whitnall's vision to improve the county's health and sanitation, flood control of the waterways, recreational opportunities, and property values. Additionally, many of the parks, parkways, and golf courses were improved or developed through the federal work relief programs of the 1930s and 1940s and are a legacy of these social programs, which provided jobs and amenities during and after the Great Depression. The parkway system was the largest-scale work relief effort in Milwaukee County. Six CCC camps were located throughout the parkway system to house workers who participated in parkway development projects. Moreover, the WPA operated a limestone quarry in Currie Park and used the extracted stone throughout the parkway system.

Parkways, parks, and golf courses may be significant under *Criterion C* as good representative examples of their property types and periods of design and construction. Milwaukee County parkways, parks, and golf courses are unified through their design aesthetic, which includes the use of natural, local materials and handcrafted masonry finishes. The design aesthetic may be incorporated into the property's landscape features, engineering features (such as bridges, retaining walls, and culverts), and/or buildings (comfort stations, picnic shelters, and club houses). Locally designed parks, parkways, and golf courses also may be significant under *Criterion C* for their association with Alfred Boerner or George Hansen, as significant works by these prominent local landscape designers.

Registration Requirements

Parkways, parks, and golf courses must be associated with the overall parkway system that was designed, developed, and managed by the Milwaukee County Park Commission during the period 1923 to 1960 to be eligible for the National Register in association with this context. Additionally, eligible properties are those that have a direct and illustrated association with Whitnall's original vision for the Milwaukee County Parkway System, as published in the *First Annual Report* of 1923. Any additions to the parkway system not envisioned by Whitnall would be considered not eligible under this context.

Each parkway, park, and golf course will need to be evaluated at the time of nomination to determine the association with the county parkway system envisioned by Whitnall. In some cases, parkways, parks, and golf courses may not be clearly differentiated properties and should be evaluated collectively as one designed landscape. In other cases, parkways, parks, and golf courses may be clearly defined individual properties that merit National Register consideration in their own right.

The evaluation of significance should be based on an understanding of the entire system. Parkways, associated parks, and golf courses included in the original plan for the parkway system may qualify for listing in the National Register under *Criterion A* for their association with community planning and development and government. A parkway, park, or golf course may also qualify for the National Register under *Criterion C* as a distinctive example of its designed landscape property type. Additionally, for qualification under *Criterion C*, a parkway, park, or golf course should feature highly skilled craftsmanship and/or the use of natural, local materials in the construction of landscape and design elements, such as walls, walks, and fountains; and evidence of significant design that results in elevated aesthetic quality, which makes the parkway, park, or golf course stand out when compared to similar resources in the county. Some designed landscapes, architecture, or engineering features within the parkway system may be individually significant for their rustic design aesthetic. Moreover, parkway-associated buildings may be individually eligible for the National Register under *Criterion C: Architecture*, outside of this MPD.

Parkways, parks, and golf courses should retain strong integrity of materials, association, setting, feeling, location, and design to be eligible in association with this context. Parkway-related landscapes, including parks and golf courses, are constantly evolving and changing to meet the needs of modern society. Although it is not necessary for an eligible parkway to look exactly like its original design, it should retain a significant amount of its characteristic features to make its historic character clearly recognizable. Therefore, the characteristic features of each property type are important to establishing the integrity and eligibility of these parkway-related designed landscapes. The parks, parkways, and golf courses should retain characteristics and features of their original rustic design aesthetic. The rustic style is displayed through the use of natural materials to construct features within the designed landscapes, such as stone and timber retaining walls, bridges, and buildings, and the application of handcrafted finishes, especially on stone features.

Where the original plans are available, parkways, parks, and golf courses should be evaluated based on the original plan. Otherwise, they should be evaluated based on stylistic similarities to related properties, early photographs, and other historical evidence. If the essential landscape plan is extant and characteristic features have not been seriously altered, the parkway, park, or golf course should be regarded as eligible. Alteration to an individual resource associated with a parkway, park, or golf course is not enough to diminish

the overall integrity of the property. However, the alteration of a number of individual resources may contribute to a loss of the overall design intent. Where the integrity of the property is lost due to intrusions, deterioration, or change in function, it is not considered eligible.

Historic boundaries should reflect the area of Whitnall's original vision for the parkway system and incorporate areas developed within the historic period. Milwaukee County-owned property that was not part of the original vision or recently acquired property that does not reflect the overall design aesthetic should be excluded from the historic boundary.

The land located within the parkway system is known to contain archaeological deposits, including prehistoric sites. The current context does not cover archaeological remains or the potential significance of resources under *Criterion D: Information Potential*. More information on archaeological sites within the parkway system may be obtained from the State Archaeologist, Wisconsin Historical Society.

G. GEOGRAPHICAL DATA

All of the resources are located within Milwaukee County, Wisconsin.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This Multiple Property Document of historic and architectural resources associated with the Milwaukee County Parkway System, Wisconsin, is the result of an agreement between Milwaukee County, the Wisconsin State Historic Preservation Office, the Federal Highway Administration, and the Wisconsin Department of Transportation, to mitigate the replacement of five National Register-eligible bridges associated with three historic parkways. During mitigation efforts, consulting parties conducted a site visit to review Milwaukee County parkways. It was agreed that the overall parkway network met National Register Criteria and that a Multiple Property Document should be prepared.

Field review of extant parkway-related resources was conducted in May 2007 to determine character-defining features, level of integrity, relationships between parkway segments, and the extent that original plans for development of the county's parkway system were carried out. During field review, Mead & Hunt, Inc. used original published parkway and park plans, when available, and current maps of county-owned parcels to identify features and assess historic integrity.

To develop the historic context for parkway development in Milwaukee County, archival research was conducted at the Milwaukee County Park Commission, Wisconsin State Historical Society, and local archives. Research included annual reports of the Milwaukee County Park Commission and Milwaukee County Regional Planning Department and accompanying parkway plans and illustrations, WPA reports, and the writings of Whitnall. Other source material included newspaper research, as well as county and local histories.

The properties are grouped under three major themes that best define the Milwaukee County parkway project: (1) Community Planning and Development in Milwaukee County; (2) Federal Work Relief Programs in Milwaukee County Parks; and (3) Landscape Architecture in the Milwaukee County Parkway System. The period of significance for the Milwaukee County Parkway System is 1923 to 1960.

Research and field observations were used to develop eligibility and integrity requirements for the parkway system. Significant property types identified during this project include those that have a direct and illustrated association with Whitnall's vision for the Milwaukee County Parkway System, as published in the *First Annual Report* of 1923. Significant property types are those that continue to reflect the directives outlined in the Park Commission's annual reports and retain sufficient integrity to clearly convey their historic character.

Significant property types identified in this document include three distinct designed landscapes: parkways, associated parks, and golf courses. Property types must retain integrity, and an evaluation of integrity should involve consideration of the property type's characteristic features that allow it to be a significant example of its landscape type and period of design and construction. Any additions to the parkway system not envisioned by Whitnall would be considered not eligible. For example, an evaluation of a parkway should consider the parkway's circulation system, vegetation, spatial relationship to watershed features, drainage and engineering structures, bridges, buildings, furnishings, lighting, and signage.

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